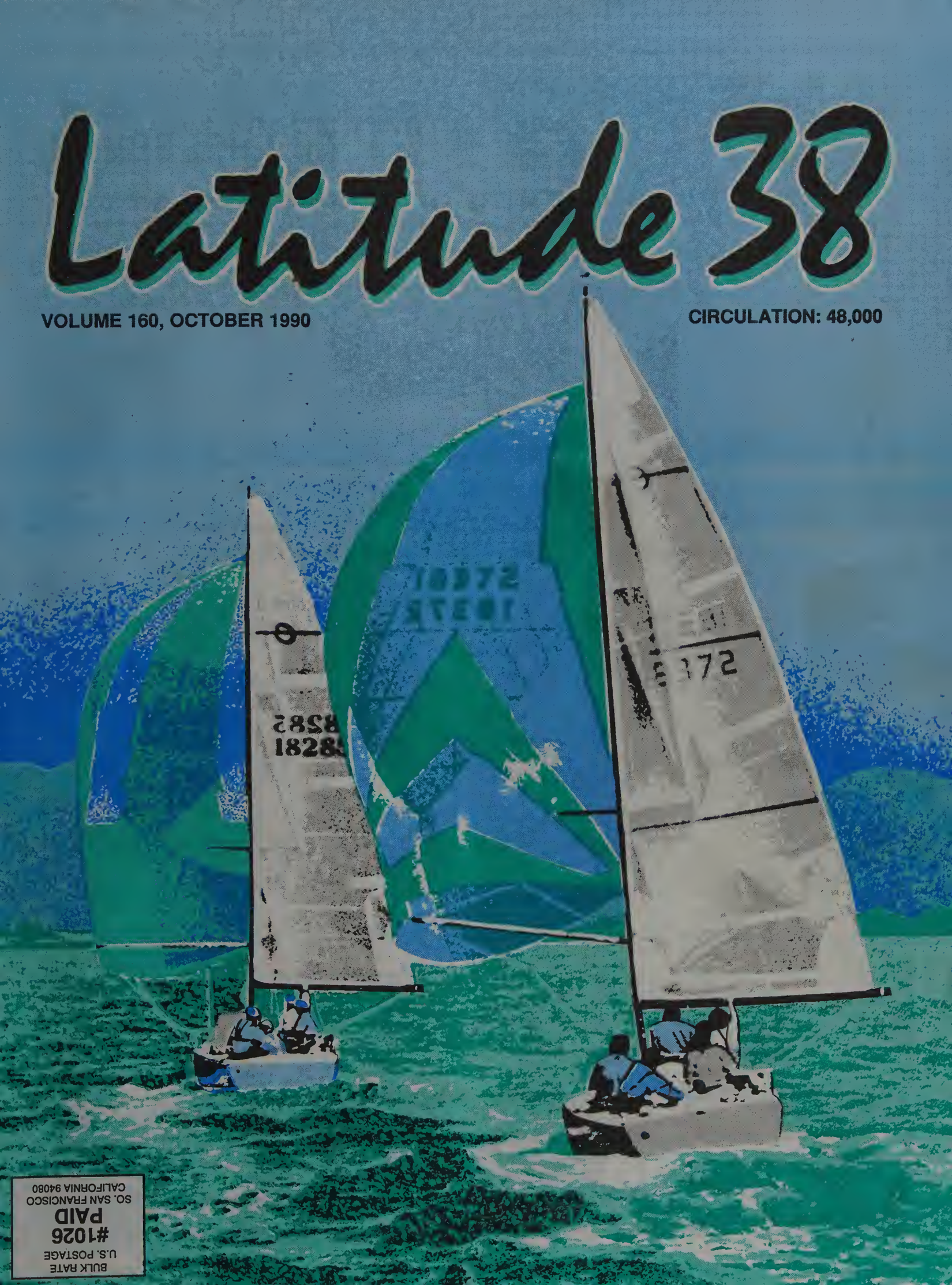
Latitude 38

VOLUME 160, OCTOBER 1990

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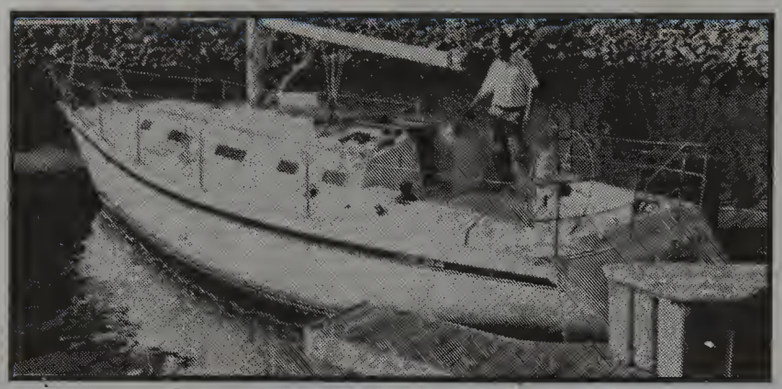
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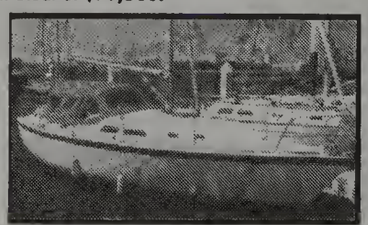
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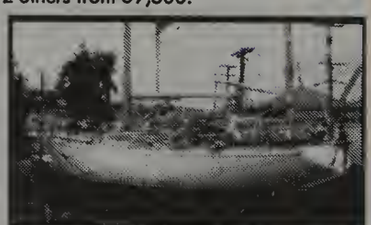
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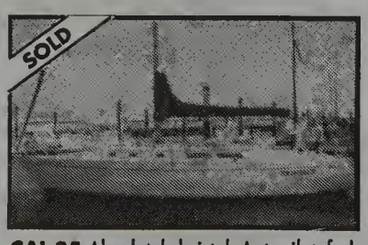
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25'	SANTANA, '77	8,000
27'	CATALINA	12,900
27'	CAL, '75	18,500
27'	CS, '80	17,500
28'	LANCER	14,500
28'+	ERICSON, '82	28,000
28'	SAN JUAN, '79	17,000
29'	C&C, '79	29,500
29'	FARALLON, '76	19,500
30'	S2, '79	42,900

SAILBOATS – CONTINUED

29'	J-BOAT clean, inboard	33,000
30'	S2, '82	40,000
30'	NEWPORT, '77	27,500
30'	CAPE DORY	77,500
31'	IRWIN	48,000
32'	VALIANT	49,500
33'	RANGER	27,500
35'	CAL, '84	55,000
35'	SANTANA	49,000
36'	ISLANDER FREEPORT, '79	79,000
36'	CS, '79	69,000
36'	CS, '83	75,000



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39'	LANDFALL, '79	75,000
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42'	CALIFORNIAN, '74	129,500
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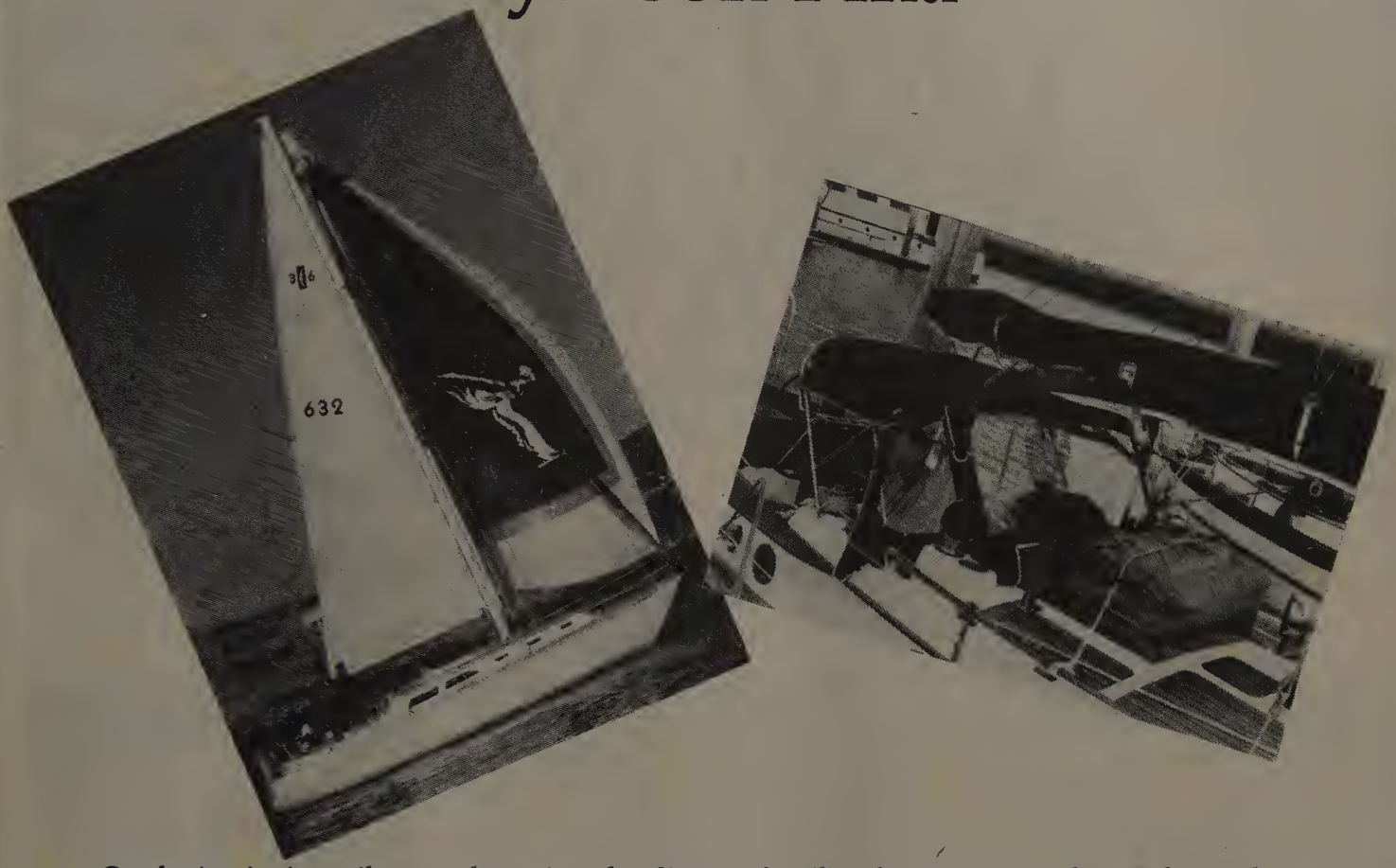
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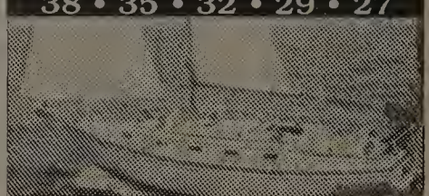
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ISLAND PACKET
38 • 35 • 32 • 29 • 27



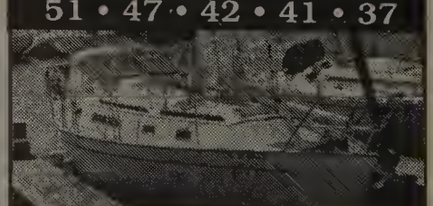
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COVER PHOTO: *Latitude*/Richard
Flying Circus chases *Summer Palace* in the NOOD regatta

Graphic Design: Karen 'Deja Vu' Toms

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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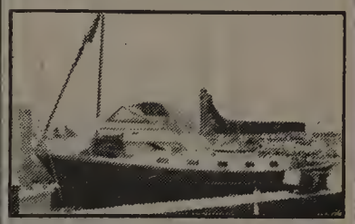
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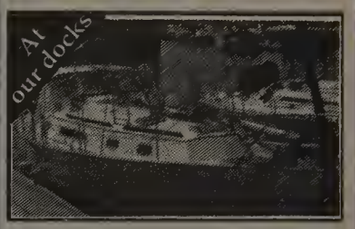
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30' PEARSON	(2) 19,800
30' S2, center cockpit	27,900
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32' VALIANT	52,000
33' VANGUARD	32,500
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33' APHRODITE	27,950
34' HUNTER	49,950
34' PEARSON	68,000
34' PANDA	89,500
34' WYLIE	39,900
34' PETERSON	44,900
35' BREWER CUTTER	74,500
35' NIAGRA	77,900
35' ERICSON	37,500
35' SANTANA	54,950
35' BENETEAU OCEANIS 350, '88	89,900
36' PEARSON	97,500
36' ISLANDER	(2) 49,000
37' HUNTER CUTTER RIG	63,000
37' PEARSON	57,500
37' PASSPORT	129,900
37' BENETEAU 375	77,000
37' ENDEAVOR	64,500
37' SWAN	149,000
37' EXPRESS	99,000
38' BENETEAU, '84	95,000
38' MORGAN	61,000
38' HINCKLEY	88,000
38' FARALLONE CLIPPER	35,00
38' C&C LANDFALL	69,000
40' HANS CHRISTIAN CHRISTINA, '87	170,000
40' WOOD YAWL, '80	45,000
40' OLSON	129,000
40' BENETEAU (One Ton)	115,000
40' BENETEAU 405 '87	132,000
40' HUNTER, '85	92,900
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41' NELSON MAREK	99,000
42' BENETEAU	118,000
43' MASON CUTTER	115,900
44' PETERSON center cockpit	110,000
44' ALDEN CUTTER	295,000
44' NORSEMAN center cockpit	199,000
47' PERRY	119,500
47' PASSPORT	220,000
50' HINCKLEY YAWL, '80	365,000
51' PASSPORT, center cockpit	279,000



VALIANT 32 cutter. New epoxy bottom. Beautiful condition. $52,000.



BREWER 35 cutter. Serious cruiser. Immaculate. $74,500.



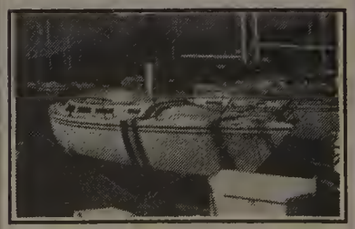
PASSPORT 37 (very) popular cruiser. Radar, dodger. $129,900.



BAYFIELD 29 cutter. Canadian bluewater pocket cruiser. $27,500.



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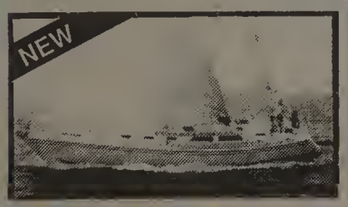
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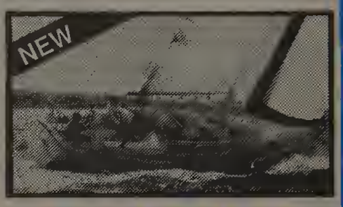
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CATALINA 42 – $109,000

SAIL

Moore 24 SC	$14,500
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Cal 2-25, '80, inboard diesel	$16,500
Olson 25, Santa Cruz built	$16,900
Santa Cruz 27'	$12,500
Moore 30, with trailer	$32,500
Catalina 30, '80, diesel	$25,400
Ultralight "3rd Reef""	$16,995
Cal 39, '82	$76,500



CATALINA 34 – $65,900

Cheoy Lee 48, '82, great buy! $109,995

POWER

Bayliner 21, with trailer	$9,500
Wellcraft 25, '87, twin sea drives+	$34,750
Monterey Bay 30, '88, balsa core	$59,500
Bayliner 32, '88	SOLD
Seahorse 36, '85, diesel	$87,500

Have Buyers – Need Listings

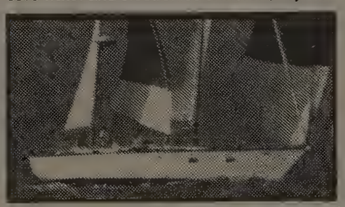
SAIL



CATALINA 30, '80. This sought after used "30" is impeccable & even carries a warranty. Dsl engine, tabernacle mast, hot & cold pressure water and electronics & more. **$25,400.**



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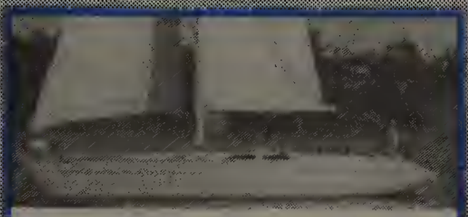
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ENDEAVOR 43 Center cockpit ketch. Benmar, AP, Combi, 2 heads, refrigeration, LPG stove. $129,000.

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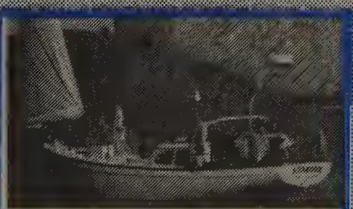
HANS CHRISTIAN 36' '75. Cutter. Furling jib, shool keel, pathfinder dsl. refrigeration, propane stove. $62,000.



51' MORGAN O.I., '78. 130 hp dsl, 3 stolerooms, new dodger, 9' Whaler w/5 hp o/b, liferaft, raller furling, radar, SSB, air cond, ice maker. $160,000.



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55'	CLIPPER SCHOONER	170,000	32'	PEARSON, 1982	46,000
51'	MORGAN, 1978	160,000	32'	TRAVELER, 1978	49,500
50'	AUX. CUTTER, 1913	45,000	32'	WESTSAIL, 2 from	49,500
50'	COLUMBIA, 1966	75,000	31'	CHEOY LEE, 1969	29,000
48'	HANS CHRISTIAN, 1986	305,000	31'	VINDO, 1974	41,000
48'	S&S/HUGHES, 1972	109,500	30'	ERICSON, 1986	45,000
48'	CUSTOM CUTTER cruise vet	75,000	30'	ISLANDER . . . 2 from	20,000
45'	EXPLORER, 1979	100,000	30'	MORGAN, 1970	22,500
45'	HANS CHRISTIAN, 1976	137,500	30'	J, 1982	43,000
44'	HARDIN, 1979	111,000	30'	SOVEREIGN, 1984	30,000
44'	PETERSON, 2 from	110,000	30'	ERICSON, 1985	37,500
44'	CSY	110,000	29'	CAL, 1972	29,500
43'	HANS CHRISTIAN, 1977	125,000			
43'	C&C	75,000			
42'	CHEOY LEE, 1971	80,000		POWER	
42'	COOPER, 1981	119,000	57'	CHRIS CRAFT 2 from	169,000
41'	FORMOSA, 1972	71,000	54'	KHASHING, 1987	470,000
41'	RHODES, 1966	60,000	53'	BLUEWATER, 1980	160,000
41'	FREEPORT, 2 FROM	85,000	51'	BLUEWATER, 1984	159,000
40'	CHALLENGER, 1974	84,500	48'	DUTCH CANAL BARGE	64,500
40'	SLOCUM, 1980	50,000	47'	MONK	50,000
40'	VALIANT, 1978	98,900	45'	GALLART, 1986	210,000
39'	CAL, 2 FROM	59,500	43'	CALIFORNIAN, 1984	185,000
39'	FREYA, 2 FROM	69,500	43'	TROJAN, 1986	310,000
39'	LANDFALL, 1978	75,000	42'	CALIFORNIAN, 1980	125,000
38'	CATALINA, 1983	45,000	42'	GRAND BANKS, 1981	175,000
38'	MORGAN, 1979,	66,000	40'	BLUEWATER-TAIWAN, 1977	86,000
38'	FARR, 1978	69,000	40'	CRUISEAHOME, 1975	55,000
38'	KETTENBURG, 1957	21,000	40'	SILVERTON, 1984	119,500
37'	HUNTER, 1984	62,000	37'	HERSHINE, 1979	69,750
37'	ISLANDER	49,500	37'	C&L TRAWLER, 1979	79,950
37'	ISLANDER PHSE, 1970	47,000	36'	TROJAN, 1975	49,500
36'	CS, 1981	69,500	36'	CHRIS CRAFT	35,000
36'	FORMOSA, 1980	45,000	36'	GRAND BANKS	79,000
36'	HUNTER, 1981	49,000	36'	SEA RAY, 1979	66,900
36'	ISLANDER . . . 2 from	49,500	36'	MODERN, 1983	77,000
36'	J, 1981, 2 FROM	69,000	36'	GRAND BANKS, 1974	79,950
36'	PEARSON, 1985	85,000	35'	GOLDEN GATE, 1979	67,500
35'	S-2 Center cockpit, 1987	90,000	34'	CALIFORNIA, 1979	69,500
35'	SANTANA, 1980	47,000	32'	CARVER, 1988	94,000
34'	HUNTER, 1983	49,500	32'	UNIFLITE	57,500
33'	HUNTER, 1979	32,000	30'	WILLARD	40,000
33'	GURNEY custom alum. sloop	56,000	22'	WHALER REVENGE, 1988	42,000

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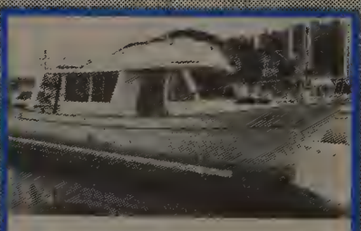
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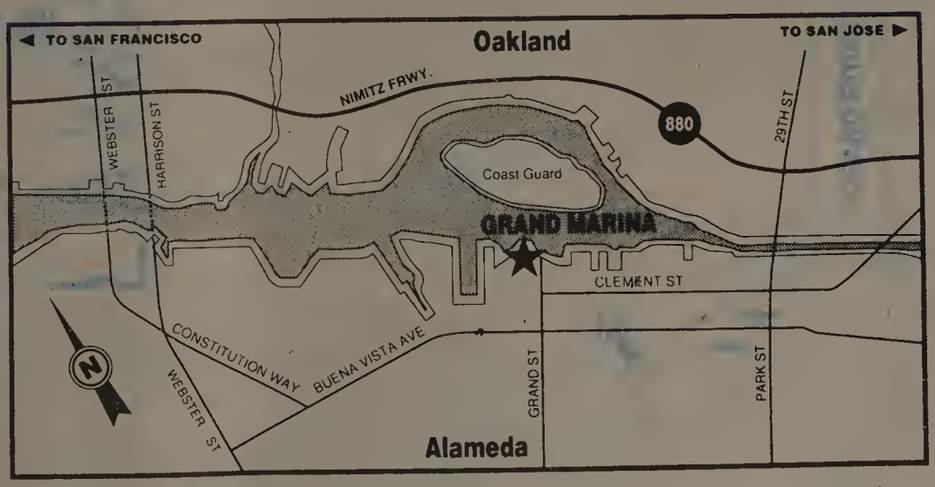
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2. Does he provide a professional market analysis showing your boat's competitive position?

3. Can he access national, regional and local listing data bases to give you up to date pricing?

4. Does he have sales offices in the three largest California markets to give your boat maximum exposure?

5. Does he advertise his listings in the most critical Northern and Southern California publications

6. Does he send you a monthly "Seller's Report" detailing activity, comments and future marketing efforts?

7. Is he confident enough to tell you what you need to know, not just what you want to hear?

8. Can he provide special berthing arrangements at the most modern facility on the Bay?

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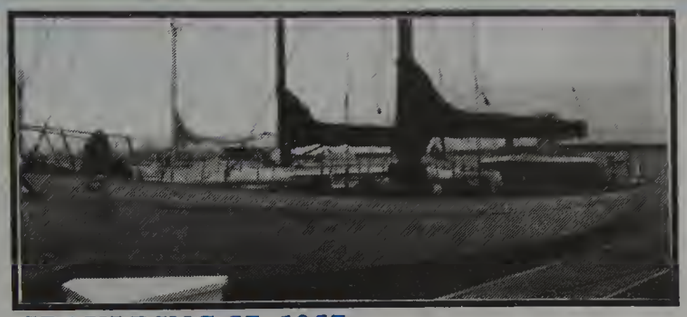
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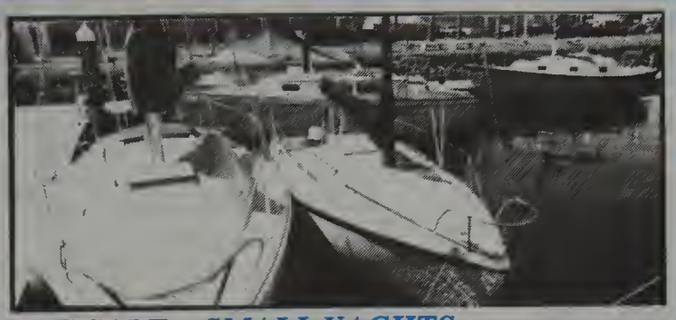
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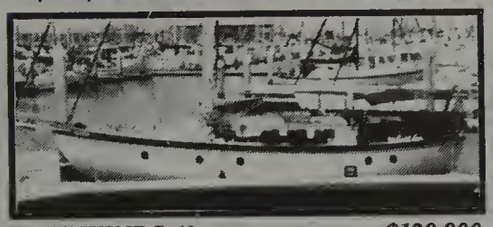
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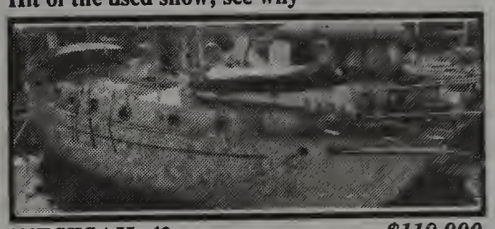
TRADWINDS 43 ..... ***$129,900***
Hit of the used show; see why



BABA 40 ..... ***$159,000***
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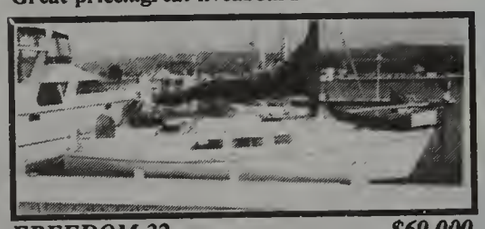
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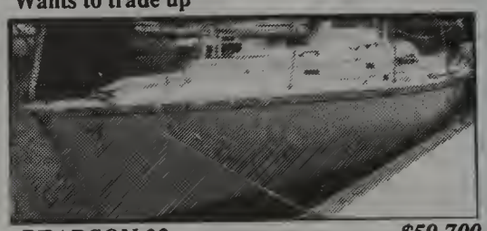
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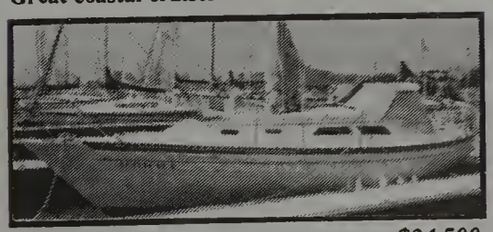
FREEDOM 32 ..... ***$69,000***
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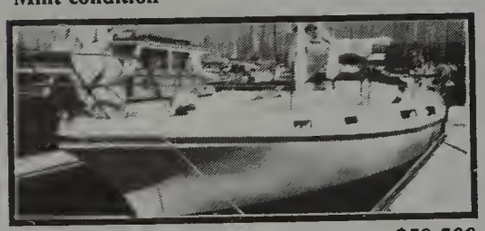
PEARSON 33 ..... ***$59,700***
Mint condition



ISLANDER 32 ..... ***$34,500***
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J – 29 ..... ***$30,950***
Fast and fun



YORKTOWN 39 ..... ***$59,500***
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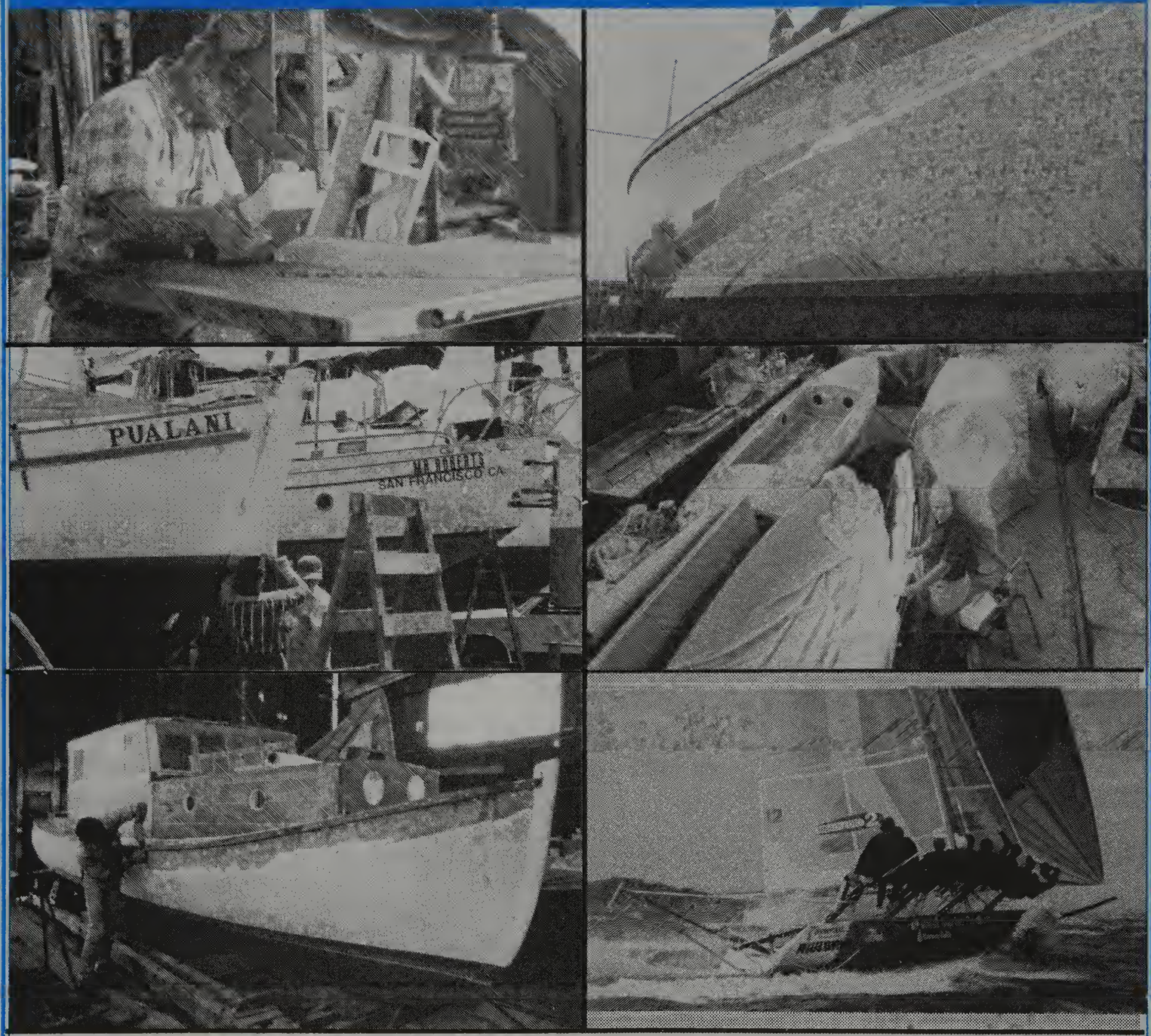
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23' ERICSON	5,500	30' FREEDOM, '86, rore find	69,500	35' C&C, '84	75,000	40' SPRAY	45,000	44' HYLAS	179,000
27' O'DAY, reduced	15,900	30' ERICSON+	38,700	36' C&C, '79	49,900	40' BABA	159,000	44' CSY	87,500
27' ERICSON	16,500	31' PACIFIC SEACRAFT, '88	89,500	36' CATALINA	2 from 49,950	40' C&C, race/cruise	2 from 92,000	45' HANS CHRISTIAN	137,500
27' SUN	17,500	32' ISLANDER	34,500	36' FREEDOM	2 from 99,500	41' CT	49,950	46' FORMOSA	84,500
27' NORSEA	35,000	32' WESTSAIL	49,500	36' C&C 34+, "Fantastic"	NEW	41' ISLANDER FREEPORT	3 from 79,500	46' CAL MKIII	85,000
27' CAL T-2	16,900	32' FREEDOM	69,000	37' TAYANA, '78, loaded	68,000	41' MORGAN OUTISLAND	68,000	46' ISLAND TRADER	129,000
28' MORGAN OI	22,000	33' PEARSON	59,700	37' EXPRESS	115,000	42' WESTSAIL	109,900	47' STEVENS CUSTOM	219,000
29' LANCER	19,950	33' PEARSON 10M	37,000	38' HANS CHRISTIAN	107,250	43' YOUNG SUN	89,500	47' SHOOKUM	165,000
29' J	30,950	33' CUSTOM STEEL	55,000	38' C&C	2 from 59,000	43' TRADEWINDS P/H	reduced 129,900	47' KAUFMAN/LADO, '85, 3 strms	119,500
29' ELITE, reduced	29,950	34' C&C	45,000	38' CHEOY LEE, '85	105,000	43' MASON, "Hawaii vet"	125,000	48' S&S	109,500
30' O'DAY	29,950	34' SHOCK, '89	88,500	38' FREEDOM, '89	119,500	43' WESTSAIL	119,900	54' S&S	250,000
30' BENFORD	49,950	35' FORMOSA	39,500	39' YORKTOWN	59,950	44' PETERSON	two from 89,500	57' ISLANDER	195,000
30' CAPE DORY	44,900	35' ERICSON	2 from 37,500	39' CAL CORINTHIAN	69,500	44' NORSEMAN 447	199,000	57' SPAULDING	99,000

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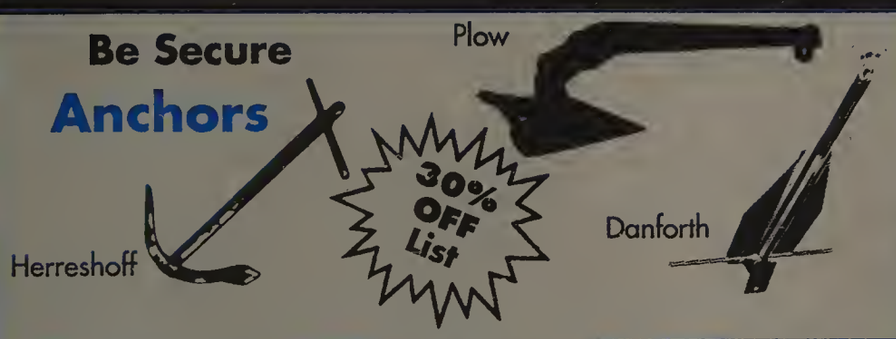
RACERS

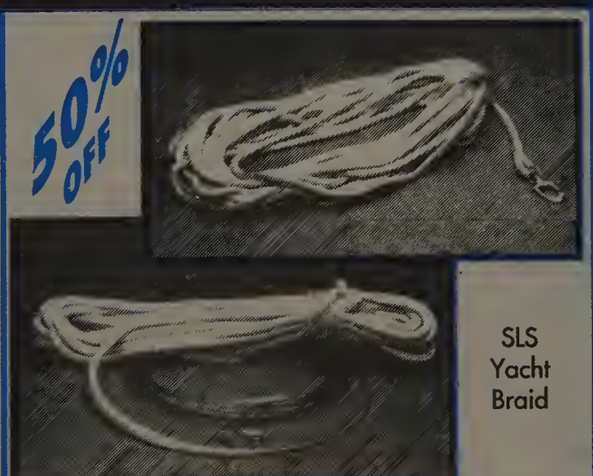
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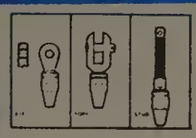
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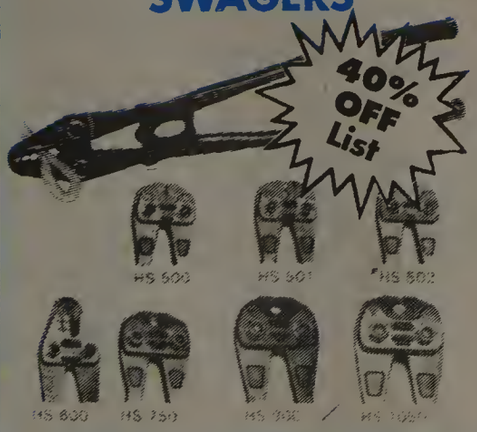
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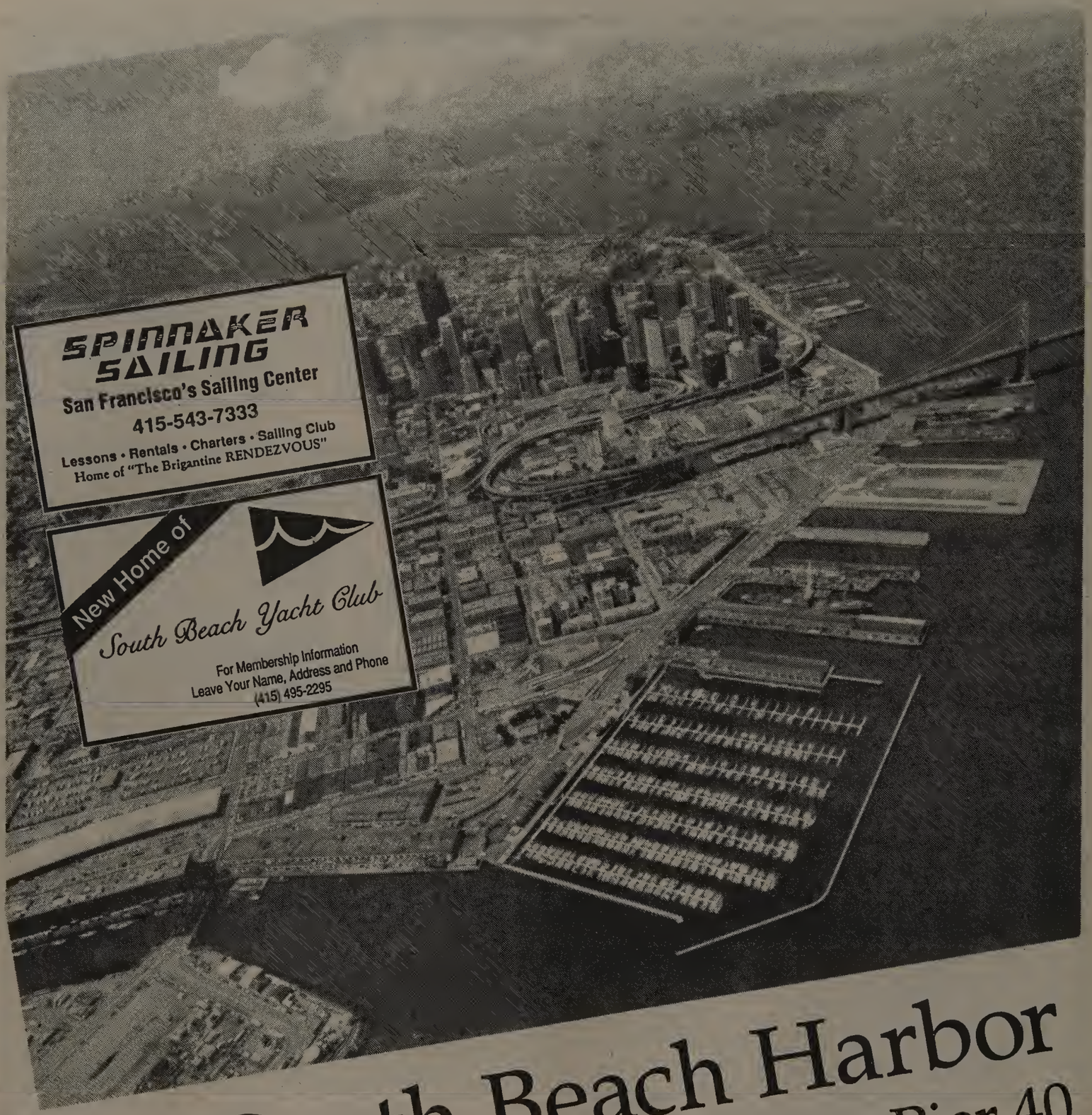
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CALENDAR

Nonrace

Through October 26 — "Seamanship Under Sail", sponsored by the Traditional Seamanship Trust. A series of six 8-hour seminars emphasizing non-race techniques aboard large wooden vessels. TST, (707) 823-9059.

October 3 — Psssst! Hey sailor, interested in heading south? Then don't miss the *Latitude 38* Mexico Crew List Party at the Sausalito Cruising Club, 6-9 p.m. See the Crew List article elsewhere in this issue for details. *Latitude*, (415) 383-8200.

October 3 — "12 Volt Seminar" sponsored by West Marine Products. A lecture for cruisers on selection of 12 volt equipment, energy management, battery and equipment maintenance. At the WMP store in Palo Alto; $3 in advance, $4 at the door; 7 p.m. Profits will be donated to the Earthtrust campaign to end driftnetting in the Pacific. Program will be repeated at the following West Marine locations: Santa Cruz (10/10), Stockton (10/17) and Sausalito (10/24). Call your local WMP for details.

October 5 — "Trailer Sailing Around the United States", a free slide-illustrated narration of an extended trip by George and Dorothy Reeve. Stockdale Marine Theatre (Sacramento); free; 7:30 p.m.; (916) 332-0775.

October 6 — Richmond YC Junior Sailing Program Reunion. All alumni of the RYC junior program are invited back to the 'campus' for an afternoon of informal Laser and El Toro races, followed by happy hour, dinner, nostalgia and music by Rod Parks' dixieland jazz combo, the Sea Six. Suzanne McMeans, 231-0761.

October 6-7 — Ninth Annual Morro Bay Harbor Festival. Galen Ricard, (805) 772-1155.

October 7 — 2nd Annual Vintage Boat Show hosted by the Sausalito Tallship Society at the Bay Model. Many Master Mariners and other tallship 'celebrities' — including *HMS Bounty* — are scheduled to attend. See *Sightings* for more, or call Ed Griggs, 332-3871.

October 9 — "Predicting the Unpredictable — Bay and Ocean Weather", a talk by Bill Aldrid, Deputy Meteorologist in Charge, National Weather Service. At the monthly meeting of the San Francisco Recreational Harbor Tenants Association (Golden Gate YC; 7:45 p.m.). Buffet dinner at 7 p.m. for $10. All boaters invited. Les Goldner, 929-8596.

October 13 — "Sail Trim", a lecture by Pineapple Sails head honcho Kame Richards. Held at Olympic Circle Sailing Club (Berkeley); 7:30 p.m.; free, but reservations are required as seating is limited. OCSC, 843-4200.

October 13 — Baja Day at the Armchair Sailor Bookstore in Sausalito. Author Jack Williams will sign copies of his books and answer questions about sailing in Baja. David Kennedy, 332-7505.

October 13-14 — Decennial gathering of Morgan Yachts at McNears Beach. Rain date is October 23-24, 2000 — so don't miss this one! John or Sue, 223-3535.

October 16 — An evening with famed ocean voyager and author Tristan Jones, plus the film *Race the Wind*. The 67-year-old legendary sailor has written 15 books, crossed the Atlantic 22 times, and has had five boats sunk under him (and yet he still doesn't know how to swim!). Jones is one of the most colorful and outspoken sailors ever, and is billed as "an explosive and entertaining speaker". Sponsored by Seabreeze Ltd. in San Diego; call (619) 223-8989 for details and tickets.

October 16-17 — U.S. Yacht Racing Union (USYRU) General Meeting, this year in Seattle, WA. USYRU, (401) 849-5200.

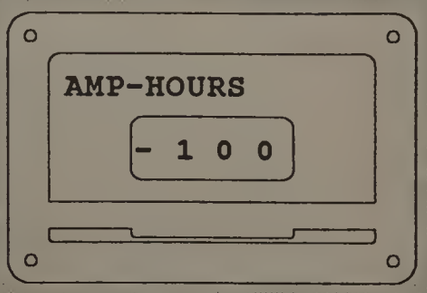
October 20 — South Bay Yacht Racing Association Awards Dinner at Coyote Point YC. Ruth Lee, 342-1571.

October 20 — "Tall Ships, Strong Songs!", SF Maritime Museum's fall concert series of sailor songs, sea-ballads and chanteys aboard the *Balclutha*. Yo ho ho! Jill King is this month's

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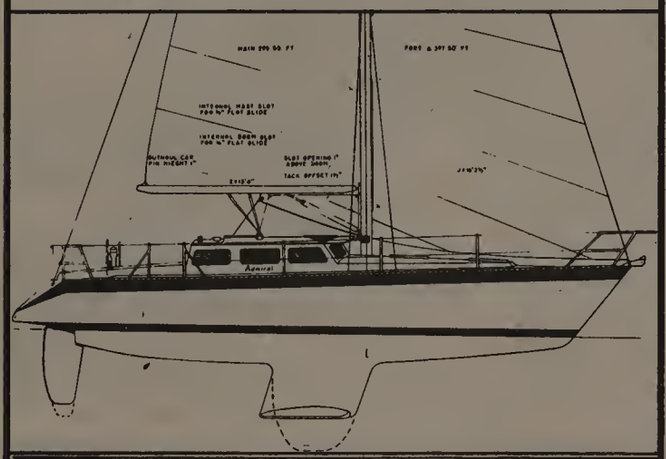
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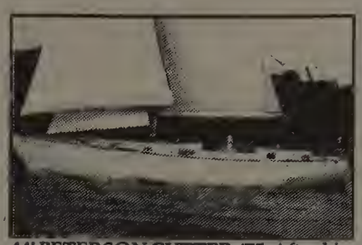
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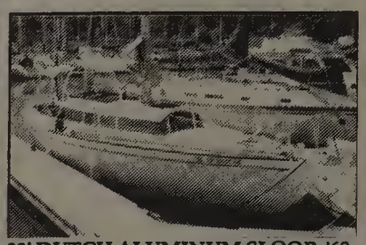


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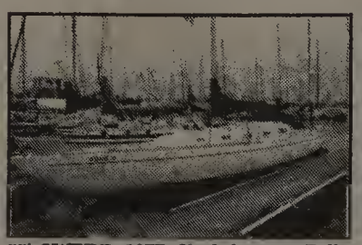
All for under $109,000.



44' PETERSON CUTTER, '75. Aft cabin, comfortable liveaboard and well equipped cruiser. **Asking $109,000.**



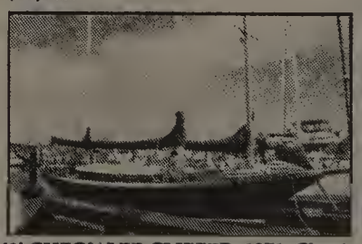
33' DUTCH ALUMINUM SLOOP, '68. Maintained with pride of ownership; ocean cruiser/racer. **Asking $48,000.**



55' SWEDE, 1977. Sleek beauty. Fully founded Transpac winner. **Asking $89,500.**



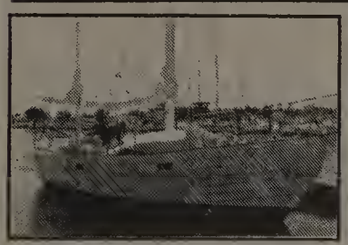
45' HANS CHRISTIAN1976. Ketch rigged, ocean cruiser. **Asking $137,000.**



42' CHEOY LEE CLIPPER, 1971. Classic lines of beautiful glass & teak in an ocean-worthy ketch-cutter. **Asking $89,000.**



62' STEEL KETCH 1979. Spacious, ready-to-cruise, recently refitted. **Asking $198,000.**



37' SWEDISH STEEK KETCH, 1968. Proven ocean cruiser! Unique lapstrake construction, tough & seaworthy. Warm interior, hull protected by cathodic system. **Asking $65,000.**



43' ENDEAVOR KETCH, 1979. Comfortable cruiser, shows pride of ownership. **Asking $129,000.**



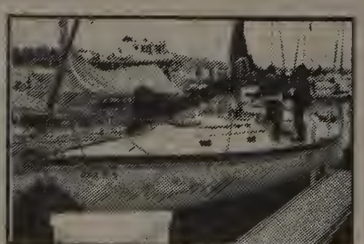
65' MacGREGOR 1987. Long and sexy racing "motha". **Asking $139,000.** (Sistership)



PEARSON 365 KETCH, 1979. Surveyed 6/90; yacht in great shape. **Asking $52,000.**



44' CHEOY LEE Ketch, 1981. Outside: groomed teak; inside: lovely warm panelling. **Asking $100,000.**



HUNTER 37' Cutter, 1984. Cruise or liveaboard. Very clean, comfortable & loaded. **Asking $63,000.**

SELECTED SAILBOAT BROKERAGE

25'	O'DAY, & trailer, '88	$19,500	34'	HUNTER, '83	49,000
27'	EXPRESS, '86	23,000	36'	FREEDOM sloop, '87	109,500
28'	ISLANDER, '82	23,900	36'	ISLANDER, '79, dsl	49,000
28'	NEWPORT II, '81	21,900	36'	TA SHING SLOOP, '78	59,500
29'	GULF P/H, (2) from	33,000	38'	ERICSON, '86	107,000
30'	NEWPORT-II, '79	21,000	38'	EASTERLY slp, 1978	64,000
30'	OLSON sloop, '81	16,500	39'	NEW ZEALAND slp, '82	69,000
30'	PEARSON, '73, new engine	22,000	39'	BRISTOL yawl, '69	45,000
30'	PAC SEACRAFT ORION, '80	41,000	40'	CHEOY LEE yawl, '67	70,000
31'	VINDO, (Finnish), '74	41,000	41'	CHEOY LEE KETCH, '79	85,000
31'	DUFOUR, '79	39,500	42'	STEEL cutter, '87	135,000
32'	WESTSAIL	57,000	43'	GARDEN ketch, '77	134,000
32'	GULF P.H., '82	54,900	44'	CSY cutter, '78	110,000
32'	BENETEAU, '81	39,900	45'	EXPLORER cutter, '79	105,000
32'	PEARSON 323, '78, dsl	39,900	47'	PERRY cutter, '81	124,000
32'	PEARSON VANGUARD	23,900	53'	ROBERTS STEEL ktch, '80	159,000
33'	RANGER, '76	28,000	60'	GAFF cutter, 1911	95,000
33'	HUNTER, (2) from	30,000	76'	BALT. CLIPPER schr, '74	170,000

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CHANGES IN LATITUDE:

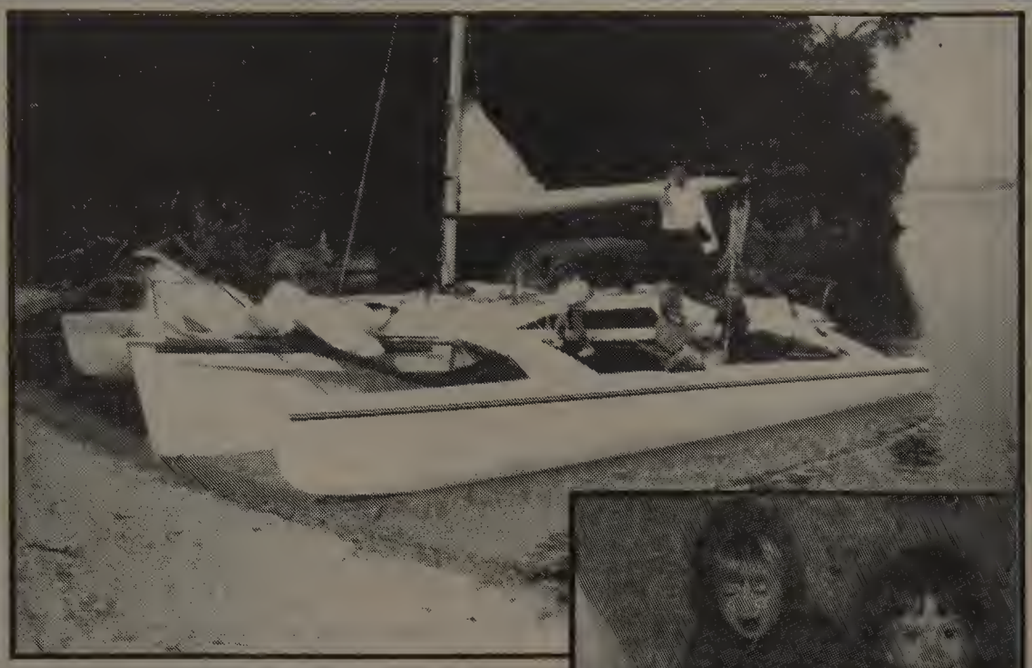
The F-27 Adventure Continues

We beached the boat in a quiet, uncrowded cove. White sand beach, large stands of trees . . . a virtual paradise. The kids were itching to get ashore to play and explore.

In three days of sailing we saw only one other boat . . . a sunfish near shore.

Where can such a paradise be? Not thousands of miles away – Try Tomales Bay, 45 minutes by car and boat trailer from San Francisco Bay.

Because the **F-27** is trailerable, you can go cruising wherever you want. The **F-27** offers super high performance and exciting sailing for the whole family. The **F-27** sails nearly level and has a roomy cruising interior, so she makes a great family sailboat. Capable of reaching 25+ knots, the **F-27** can outsail much larger boats. (The **F-27**'s cruising speed on the highway is about 55+ mph.) Set-up time is about 20 minutes – from trailer to sail'er.

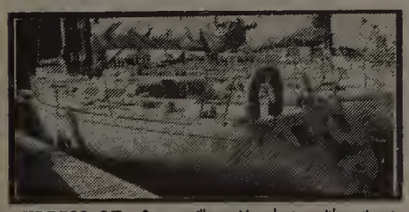


*The **F-27**.*
At 2600 lbs. it can be towed by the average car.



All this and a roomy aft cabin too!

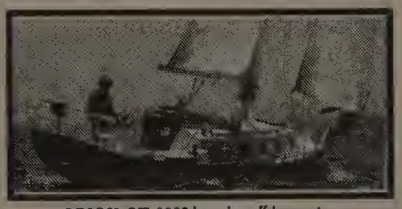
Strongly engineered, the **F-27** is made of state-of-the-art materials. Both the Atlantic and the Pacific Oceans have been crossed by owner-sailed **F-27**s. Yet at 2600 pounds, the **F-27** can be towed by an average size vehicle. Drawing only 14 inches of water with the centerboard up, the **F-27** can go where no other sailboat would dare! And, as we demonstrate in the photo, the **F-27** can be pulled right up on the beach . . .



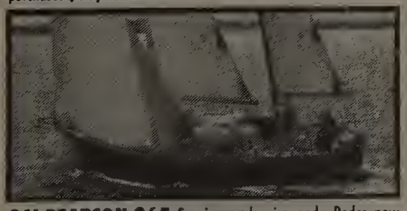
EXPRESS 37 Owner will consider charter with option to purchase. **$95,000.**



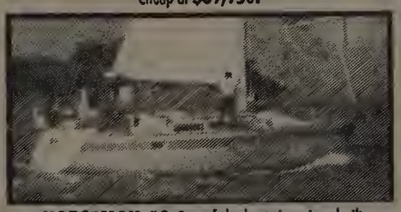
TASWELL 43. Come see the new standard of excellence for offshore passage-making at our docks – the Taswell 43. The Taswell 43 offers the experienced yachtsman a rugged offshore cruising yacht of exceptional performance and sumptuous accomodations. If you want to do it right come by and see the Taswell 43 or consider the Taswell 49 and 56. '89 brokerage boat. **$214,000.**



ORION 27 1980 legendary offshore cruiser. Cheap at **$39,950.**



36' PEARSON 365 Spacious and cruise ready. Rodor, new bottom, loads of gear. **$59,500.**



NORSEMAN 40 One of the best. American built and equipped right. **Try $179,000.**



35' SANTANA Hot Bay fleet, competitive racing and comfortable cruising. A great step up $42,000.



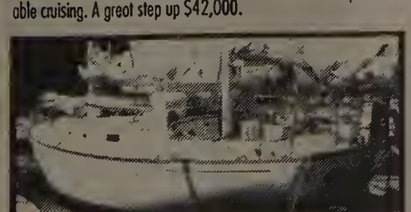
PETERSON 44 Beautiful aft cabin cruiser. Great liveaboard. Two boats from **$89,000.**

BROKERAGE LISTINGS

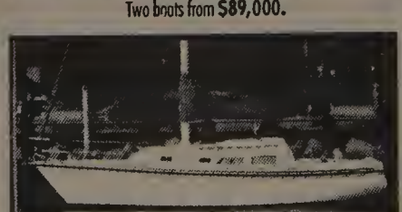
	17' LIGHTENING classic woody	1,500
•	20' HOT FOOT	5,500
•	21' FREEDOM w/trlr Take over pymnts	
•	23' ANGLEMAN	23,500
•	25' CAL, '69	5,400
•	27' H-BOAT	8,500
	27' CAL 2-27	9,500
	30' NEWPORT	34,950
	30' HUNTER, sharp!	27,950
	30' ISLANDER	22,500
	30' PEARSON	29,500
•	30' TARTAN	27,000
	30' IONA Perry	19,900
•	30' OLSON	17,000
•	30' CATALINA	29,000
	31' PACIFIC SEACRAFT	62,500
	32' FREEDOM	77,000
	32' GULF PILOTHOUSE	56,000
	32' FREEDOM	77,000
	32' VALIANT	Must see
	35' SANTANA	42,000
•	40' NORSEMAN	179,000
	40' H.C. CHRISTINA	170,000
	42' PEARSON, '82 ketch	125,000
•	43' TASWELL	222,000
	44' PETERSON aft cabin	110,000
•	44' PETERSON	89,000
•	45' FUJI, ketch	145,000
	45' HANS CHRISTIAN	137,500
	54' KHA SHING	470,000
	63' CUSTOM KETCH, '79	195,000
	60' "ANA MARIA"	95,000
	65' MacGREGOR	130,000
	103' SCHOONER	Make offer
	POWER	
•	41' HATTERAS	68,000
•	54' KHA SHING	470,000

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45' FUJI Spectacular, comfortable cruiser. This one is clean!! See it now. **$145,000.**



NEWPORT 30 Popular, fun, comfortable. Large Bay fleet. Great buy at **$34,950.**

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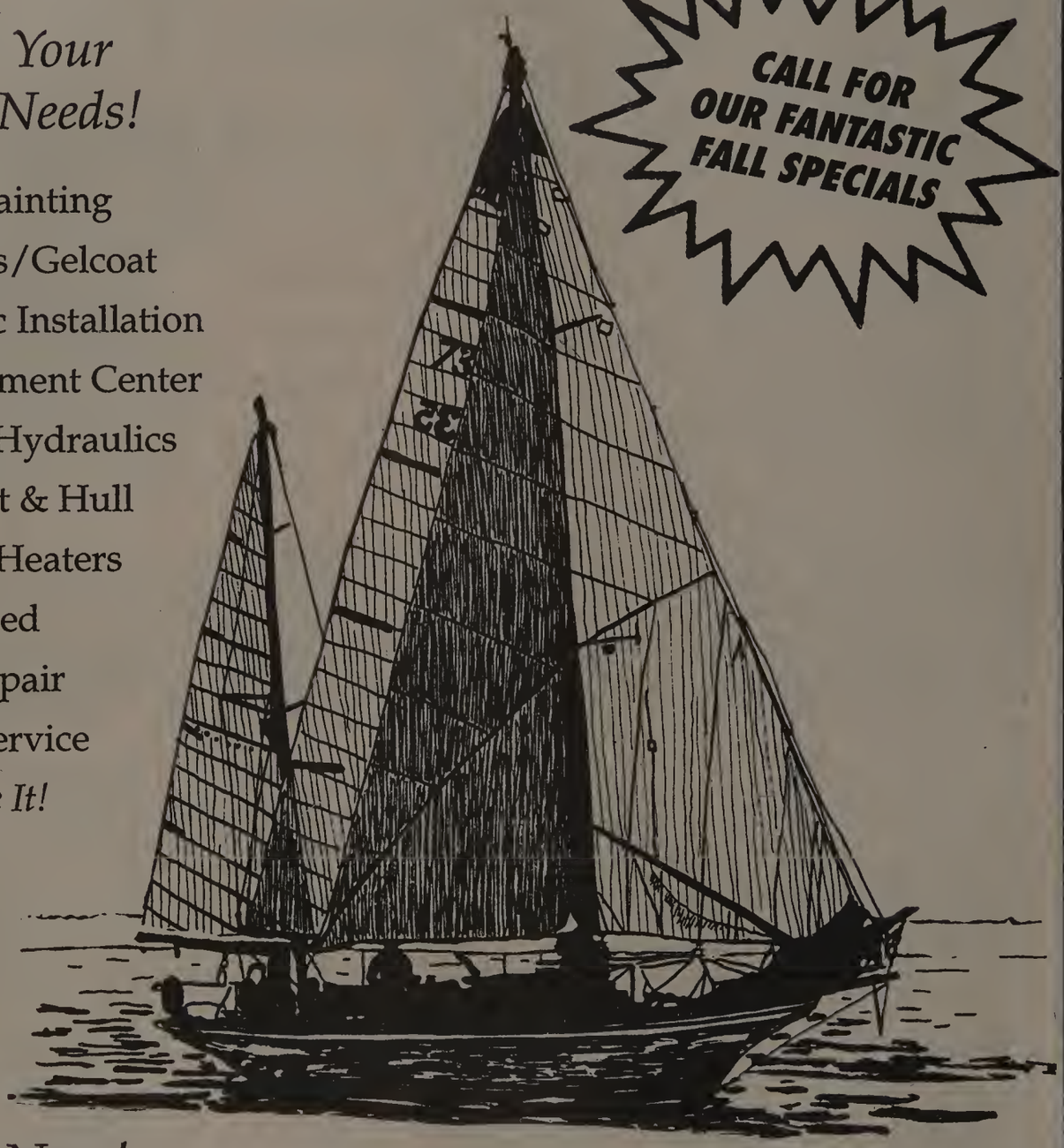
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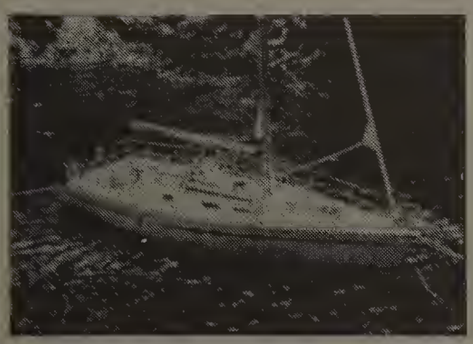
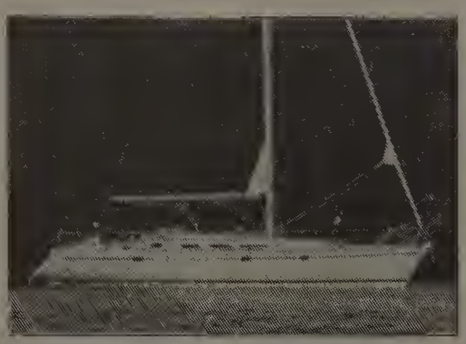
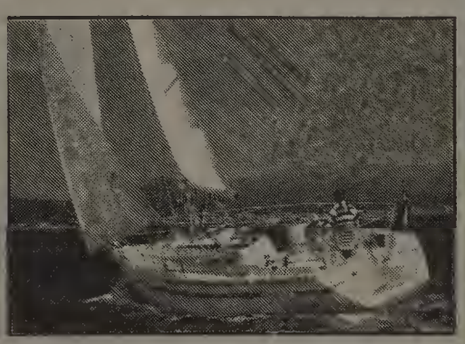
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(Near the Rusty Pelican Restaurant)

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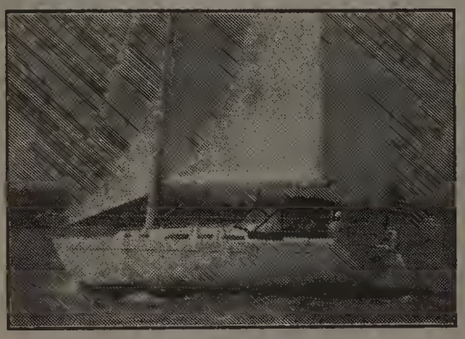
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28'	ERICSON 28+	'77	17,950
29'	ERICSON	(2)	14,950
29'	COLUMBIA 8.7	'78	19,950
30'	ISLANDER	'77	19,950
30'	ERICSON	'83	42,000
30'	ERICSON 30+	'84	39,950
30'	CORONADO	'73	17,500
31'	PEARSON	'79	32,000
32'	WESTSAIL	'75	68,500
32'	ERICSON	(3)	44,950
32'	WEATHERLY	'83	64,500
32'	ERICSON	'74	29,500
32'	FREEDOM	'87	77,950
34'	ERICSON	(2)	69,950
35'	C&C LANDFALL	'82	75,000
35'	FANTASIA	(2)	65,000
36'	FREEDOM	(2)	99,950
36'	HUNTER	'80	44,750
36'	MORGAN	'74	49,495
36'	LANCER	'84	49,950
37'	CREALOCK	(3)	105,000
38'	PEARSON 385	'84	110,000
39'	CAL	'79	79,000
43'	WESTSAIL	'76	109,000
46'	LIBERTY 458	(3)	175,000
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26' Ranger, '71	11,950
27' Catalina	10,000
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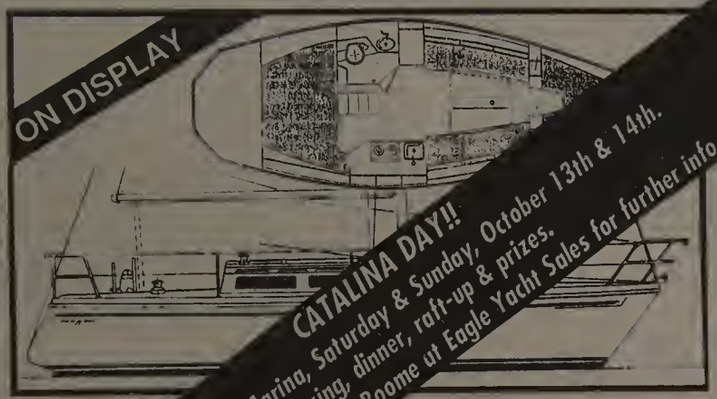
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Catalina // Morgan

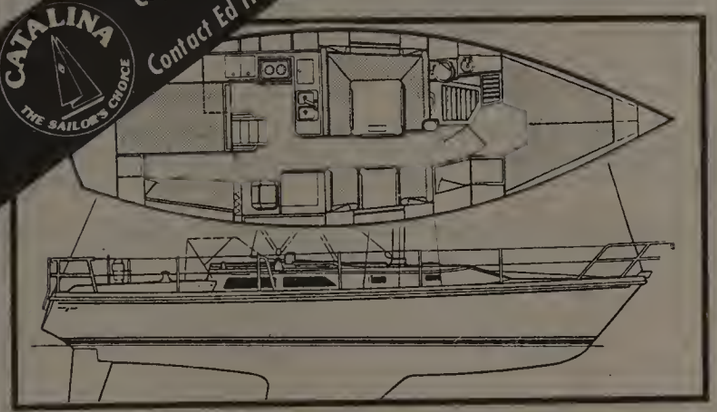
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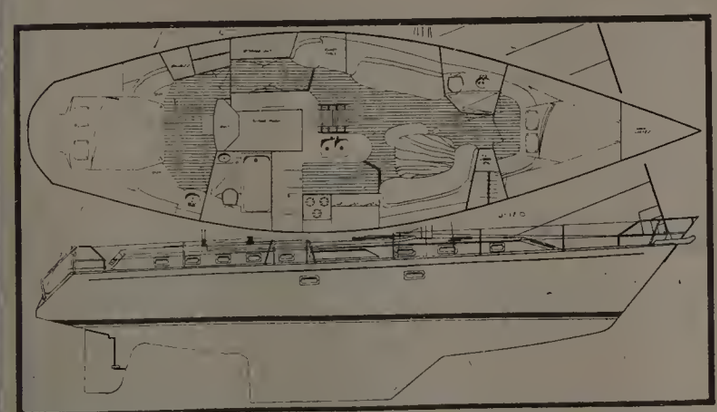
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SAIL	SAN MATEO
16' HOBIE CAT	1,200
22' CATALINA, 1970	3,900
22' CATALINA, 1975	4,995
22' CATALINA, 1982	6,995
22' COLUMBIA, 1973 Reduced	2,500
22' SANTANA, 1967	5,495
22' O'DAY, 1984	7,495
23' RANGER, 1973 Reduced	5,995
24' CAL, 1985	10,995
25' O'DAY, 1976 Reduced	$9,995
25' CATALINA, 1981	10,500
25' CORONADO, 1966	7,495
25' MIRAGE, 1980	17,995
26' INT. FOLKBOAT, 1972	11,995
26' EXCALIBUR, 1976	7,995
27' CATALINA, 1976	13,995
27' CATALINA, 1981	18,995
27' ERICSON, 1973	14,995
28' CAL, 1967 Reduced	8,500
30' CATALINA, 1976	22,995
30' CATALINA, 1978	24,500
30' CATALINA, 1979	26,995
30' CATALINA, 1980	27,500
30' CATALINA, 1982	29,995
30' FISHER PH 1973 Reduced	34,995
30' RAWSON	24,950
30' COLUMBIA, 1972	23,995
31' IRWIN, 1984	48,995
32' MORGAN, 1981	34,995
33' MORGAN, 1974	41,995
33' NAUT M5, 1982 Reduced	89,995
34' CAL, 1974	37,995
34' CAL, 1970 Exc. cond.	28,500
35' NIAGARA, 1981 Reduced	69,995
36' PEARSON, 1981	73,995
38' NAUT MS	118,995
38' CATALINA, 1981	49,995
42' CATALINA, 1989	118,995
43' COLUMBIA, 1971	68,995

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SAIL	ALAMEDA
42' CATALINA,1989	REPO
39' ERICSON, 39B, 1975	57,500
38' CATALINA, 1983	49,500
36' CATALINA, 1989	79,000
35' NIAGARA, 1981	69,995
34' CATALINA, 1987	58,000
31' BOMBAY CLIPPER, 1978	19,200
30' NONSUCH, 1982	79,500
30' NONSUCH, 1981	62,500
30' CATALINA, 1985	36,500
30' CATALINA, 1984	34,500
30' CATALINA, 1978	24,900
30' CATALINA, 1978	27,000
30' CATALINA, 1981	28,000
30' ISLANDER, 1979	29,900
27' COLUMBIA 8.3, 1977	16,900
27' CATALINA, 1977	13,800
27' NEWPORT, 1973	11,250
26' COLUMBIA MK 3, 1974	7,400
26' COLUMBIA MK2, 1970	9,500
26' PEARSON, 1976	8,800
25' CATALINA, 1983	13,995
25' CATALINA, 1979	10,500
25' MERIT, 1983	9,500
23' MERIT, 1985	8,250
23' SANTANA, 1980	10,000
22' CATALINA, 1984	8,000
22' CATALINA, 1977	6,900
22' CATALINA, 1971	4,900
22' CAPRI, 1987	11,000



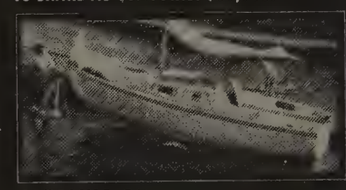
CATALINA 42. '89. LOADED REPO. MAKE OFFER.



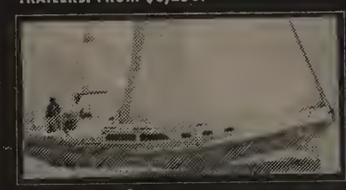
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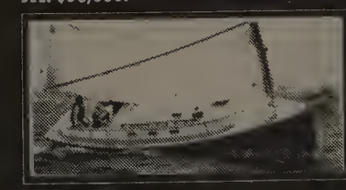
NAUTICAT 33. '82. LORAN, VHF, KM/DS, WINDLASS, FURL. JIB, BEAUTIFUL COND, READY TO SHARE ITS COMFORTS. $89,995.



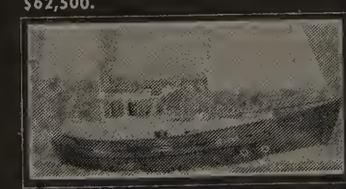
CATALINA 22. 3 TO SELECT FROM WITH TRAILERS. FROM $6,250.



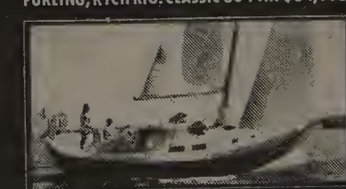
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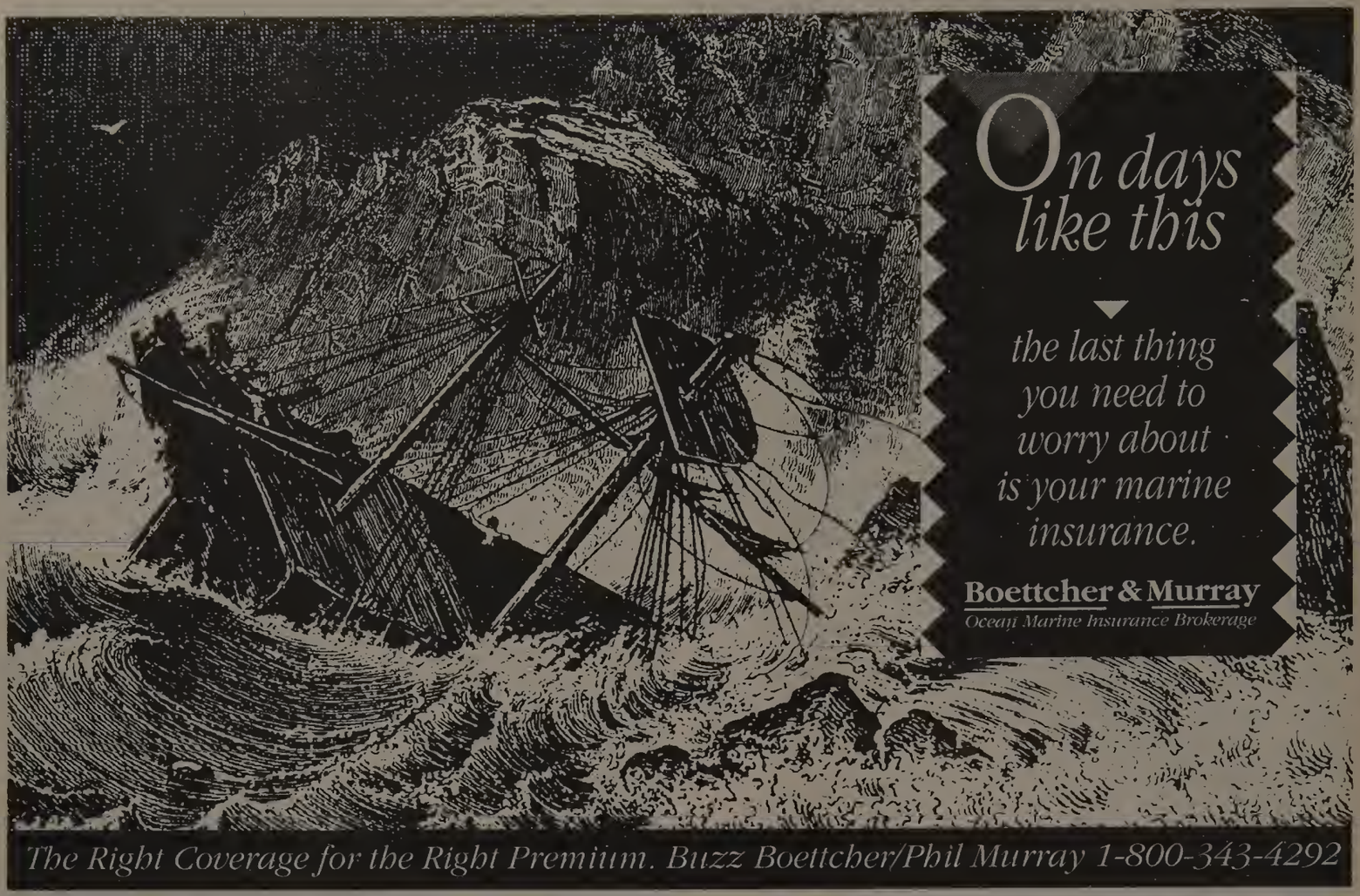


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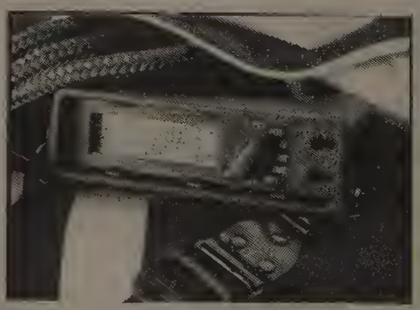
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CALENDAR

featured artist; tickets are $5; show begins at 8 p.m.; SF Maritime Museum, 929-0202.

October 20-21 — Catalina Day: all Catalina yachts are invited to a day of racing, rafting-up, dinner, and dancing at Coyote Point YC. Ed Hallett or Chris Boome, 342-2838.

October 21, 1805 — The Battle of Trafalgar, one of the greatest naval encounters in history, was fought off Spain. Admiral Horatio Nelson's outnumbered British fleet soundly defeated Napolean's combined French and Spanish fleet, effectively giving Britain undisputed control of the high seas. In the height of the battle, as he paced the poopdeck of his flagship *Victory*, Nelson caught a bullet in the spine. Carried below, he lived but a few more hours. His dying words were, "Thank God I have done my duty."

October 28 — Daylight savings time ends; set clocks back an hour. Darn, where did the summer go?

November 2 — "The Joys of Chartering in the Sea of Cortez", a slide-illustrated show by Durand Steiger at the Stockdale Marine Theatre in Sacramento; free; 7:30 p.m.; (916) 332-0775.

November 8 — "Strategy and Tactics for Light Air Midwinter Racing on the Berkeley Circle", a discourse by Kame Richards. Tentatively scheduled for MYCO, 7 p.m. Sponsored by the Catalina 27 fleet; call Pineapple Sails (444-4321) or Steve Rienhart (408-452-7426) for the lowdown.

November 14 — 1990 YRA Season Champions cocktail party and awards presentation. Aboard the *Eureka* (Hyde Street Pier); 6 p.m.; YRA, 771-9500.

Racing

October 3-7 — International 50 Foot Yacht Association Regatta in Newport, RI; the last of seven regattas on this hot circuit.

October 5 — Little Ensenada Race, the shortest (62 miles) Mexican race of all. Will *Kathmandu*'s 1986 record of 6 hours, 11 minutes fall? Southwestern YC (San Diego), (619) 222-0438.

October 5 — Island YC Friday night race, the last beer can race of the summer on the Bay. Larry Arnold, 895-5192.

October 6 — Schooner Association's 25th Annual Race Around Anacapa. Twenty classic schooners are expected in Channel Islands Harbor for this traditional event. Juanita McNish, (808) 985-1771.

October 6-7 — All Islander Regatta/Party for I-36s, I-30 Mk IIs, I-28s, IB 24s and a PHRF division for other Islanders. Hosted by Tiburon YC; Ed Perkins, 389-1715 (h).

October 6-7 — Nimitz Regatta, a team race of sorts. All yacht clubs are invited to field one or two teams of 3 boats each (combined PHRF ratings between 450-500). Five race series; cheap dinner; great band. Berkeley YC; Bobbi Tosse, 939-9885.

October 6-7 — Corinthian YC's Half Moon Bay Race, the ocean series finale. YRA, 771-9500.

October 6-7 — First Annual Ballena Bay YC South Bay Challenge. A new two-day, three-race series for PHRF racers. Call BBYC (weekends only) for the full scoop. 523-BBYC.

October 12-14 — International Masters Regatta, starring living legend Paul Elvstrom. Don Trask, 522-0545.

October 13 — 15th Annual Women's Skipper Invitational. No boat restrictions, no crew restrictions — but a female must drive the boat. Hosted by Berkeley YC; Bobbi Tosse, 939-9885.

October 13 — Final Sierra Point YC Friday night race (originally scheduled for Oct. 5) will be sailed at 2 p.m. Steve Sears, (408) 725-1866.

October 13 — Area G Semi-Finals for the USYRU Offshore Championship Regatta. Hosted by Berkeley YC, this event is open only to YRA season champions of offshore yachts over 29 feet. The winning crew will represent Area G at the finals in Annapolis in November. Paul Altman, 632-7461 (office).

5th Annual
NAUTICAL ANTIQUES
AUCTION
Saturday, October 27th, 10 am
Preview Hours: Fri., Oct. 26, 11 am – 8 pm & Sat., Oct. 27, 8 am – 10 am



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OCTOBER 7TH 10 am-5 pm: Visit our exhibit at the Vintage Boat Show at the Bay Model in Sausalito and meet Michael Lawler our model maker. Michael will be making half-hull models and you can order a model of your boat for Christmas.
OCTOBER 13TH 12-4 pm: BAJA DAY – Jack Williams, author of the popular *"Baja Boater's Guide"* and the *"Magnificent Peninsula"* will be signing copies of his books and answering all your questions about cruising in Mexico. Free Mexico Entry papers.
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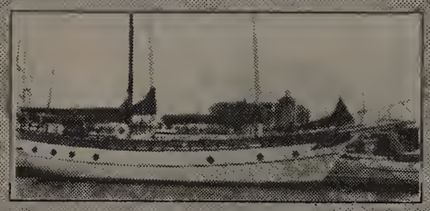
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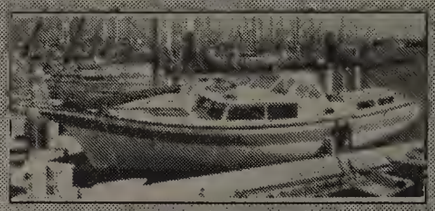
AT OUR DOCKS



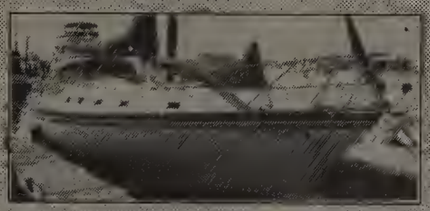
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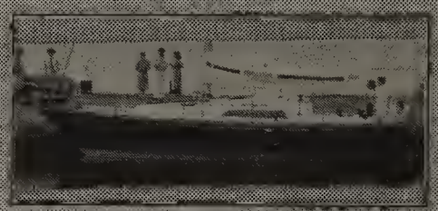
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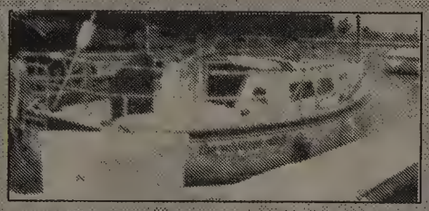
37' HUNTER
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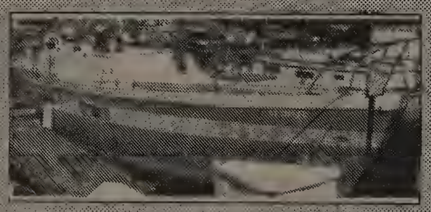
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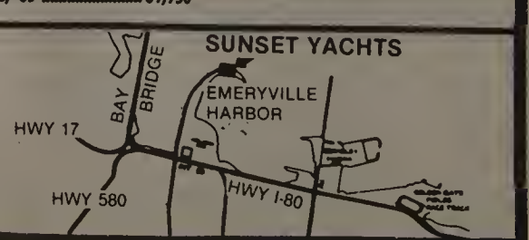


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55' SWEDE	89,500	38' CATALINA, '83	45,000	34' CAL,'78	37,000	30' CAPITAL YACHT, '79	31,500	28' GAFF CUTTER, '86	
47' SPARKMAN STEVENS, '59	67,500	37' O'DAY, '79	57,000	34' C & C, '80	52,500	30' CS, '87	65,000	28' SAN JUAN, '78	19,000
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45' HANS CHRISTIAN, '76	137,500	36' CATALINA, '83	55,000	33' TARTAN 10, '79	24,900	30' PEARSON, '73	19,500	28' RANGER, '74	22,000
45' LANCER POWER SAILER, '83	140,000	36' SWIFT	78,000	33' OLSON/SOVEREL, '85		30' ISLANDER MK II, '73	21,000	28' ISLANDER, '84	32,000
45' LAPWORTH, 56	129,000	36' ERICSON, 77	68,000	33' RANGER, '78		30' SANTANA, '79	30,000	28' ISLANDER, '78	29,000
45' HUNTER, '88	110,000	36' FORMOSA, '80	36,000	33' PEARSON, '6		30' KAUFMAN, '79	26,000	28' ISLANDER, '77	25,500
45' COLUMBIA, '71	88,000	36' HANS CHRISTIAN, 74	75,000	32' [illegible], '82		30' ISLANDER, '74	22,000	28' ISLANDER, '83	28,500
44' PETERSON, 75	95,000	36' CATALINA, '84	59,500	32' ERICSON, '87	59,000	30' ISLANDER, '80	33,000	28' ISLANDER, '76	24,000
44' PETERSON, '75	110,000	35' SPENCER, '65	45,000	WESTSAIL, '73	48,000	30' KAUFMAN, '79	26,000	27' ERICSON, '78	19,900
42' CHEOY LEE, '71	78,000	35' ERICSON, '75	39,500	32' ERICSON, '74		30' CATALINA, '76	23,000	27' CAL, '75	21,000
41' JEANNEAU, '86	145,000	35' CORONADO, '73	35,000	32' MORGAN, '69		30' RANGER, '78	29,995	27' BRISTOL, '70	10,900
41' KINGS LEGEND, '81	89,500	35' FANTASIA, '76	65,000	32' BREAKWATER, '78		30' O'DAY, '79	28,000	27' ERICSON, '72	11,500
41' FREEPORT, '78	85,000	35' SANTANA, '79	47,000	32' PEARSON, '78		29' ELITE, '84	37,500	27' HUNTER, '79	17,500
41' FREEPORT, '77	92,500	35' C & C, '84	82,950	31' CHEOY LEE, '74	23,000	29' CASCADE, 65	19,500	27' CATALINA, '78	12,000
41' NAUTOR SWAN, '74	135,000	35' S2, '87	108,000	31' COLUMBIA 9.6, '76	26,500	29' CAL, '75	23,000	27' ALBIN VEGA, '75	17,000
40' CHEOY LEE, '77	79,000	35' SANTANA, '80	39,500	30' PACIFIC, '71	5,000	29' LANCER, '80	19,800	27' SUDDEN MULL SCT, '70	15,000
40' DUDLEY LEWIS, '80	50,000	35' C & C LANDFALL, '81	69,000	30' CAL 9.2, '83	39,500	29' RANGER, '73	19,000	26' PEARSON	12,000
40' MOTIVA, '81	88,000	35' S2, '85	93,500	30' NEWPORT, '76	29,000	29' CAL, '69	13,500	26' RANGER, '70	10,000
39' LANDFALL, '79	75,000	34' PEARSON, '74	52,500	30' CORONADO, '70	16,500	29' ERICSON, '72	19,500	26' PEARSON	12,000
38' PEARSON 385, '84	119,950	34' CAL, '76	44,000	30' NEWPORT, '79	31,500	29' CAL, '70	16,500	25' YAMAHA, '78	14,500
38' MORGAN, '79	61,000	34' PETERSON, '78	35,000	30' RAWSON, '62	24,500	29' BENETEAU, '85	39,950		

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CALENDAR

October 13-14 — LAYC Watts Trophy Series, the ULDB 70 owner/driver showdown. Tom Leweck, (213) 454-4455.

October 13-14 — The Weaver Regatta, "a full weekend of enjoyment and challenge". Two races Saturday; one Sunday. Eight different classes (4 racing, 4 cruising). Sausalito Cruising Club, 332-9922.

October 13-14 — El Toro Stampede. RYC, 237-2821.

October 20-21 — Singlehanded Sailing Society's Vallejo 1-2. Due to dredging in Vallejo, the race destination is uncertain. Better come to the skippers meeting (October 17, MYCO, 1900 hours) or call Robby Robinson, 332-3233.

October 20-21 — Yankee Cup: the champion of champions for HDA and IMS racers. Hosted by Sausalito Cruising Club; YRA, 771-9500.

October 20-21 — Snipe/Mercury Fall Invitational, in conjunction with the Calvin Paige Regatta for Stars. Saint Francis YC, 563-6363.

October 20-21 — Islander Bahama Nationals. Bay View Boat Club; Dan Bjork, 587-3653.

October 20-21 — Marriott Team Racing — cancelled! "We'll be back next year," promises Dick Pino of co-sponsor Marion Sails.

October 27-28 — Great Pumpkin Regatta. RYC, 237-2821.

October 27-28 — Northern California Youth Sailing Association Symposium/Regatta at Coyote Point YC. Craig Lugo, 572-9374 (h).

October 27-28 — Star PCCs. Saint Francis YC, 563-6363.

October 27-28 — Catalina Yachts NorCal Regatta: three races, awards ceremony and party at Oakland YC. Open to Catalina 27s, 30s and 34s. Steve Rienhart, (408) 452-7426, or Dave Davis, 948-3461.

November 3 — Golden Gate YC Midwinter Race #1. Look for dates of other midwinter series in *The Racing Sheet*.

*Please send your calendar items **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.*

October Weekend Currents

date/day	slack	max	slack	max
10/06/Sat		0010/4.2F	0332	0559/3.3E
	0908	1203/3.2F	1451	1814/5.3E
	2158			
10/07/Sun		0100/4.1F	0429	0648/2.8E
	0950	1248/2.9F	1532	1903/5.3E
	2252			
10/13/Sat		0017/3.7E	0415	0728/3.3F
	1032	1327/2.4E	1639	1933/2.4F
	2210			
10/14/Sun		0122/3.6E	0507	0819/3.4F
	1114	1416/2.9E	1735	2035/2.8F
	2315			
10/20/Sat		0006/3.5F	0327	0544/2.3E
	0903	1147/2.4F	1433	1749/4.3E
	2147			
10/21/Sun		0047/3.3F	0413	0623/2.1E
	0937	1222/2.1F	1504	1828/4.2E
	2228			
10/27/Sat	0247	0554/2.6F	0919	1133/1.8E
	1517	1747/1.5F	2027	2340/3.2E
10/28/Sun	0237	0543/2.7F	0900	1127/2.3E
	1514	1748/1.9F	2037	2337/3.2E

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WEEKLY & BI-WEEKLY PROGRAMS

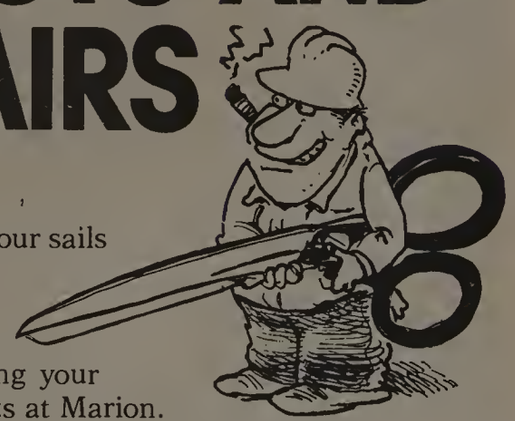
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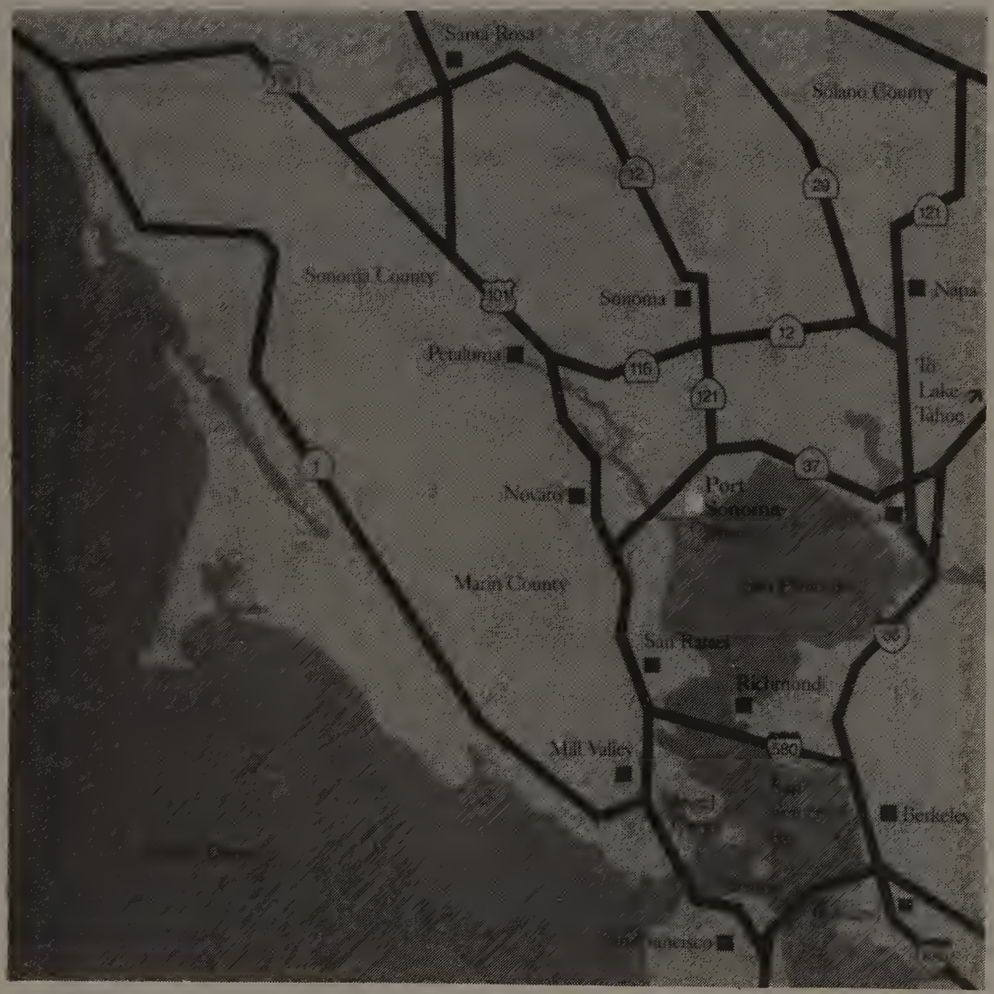
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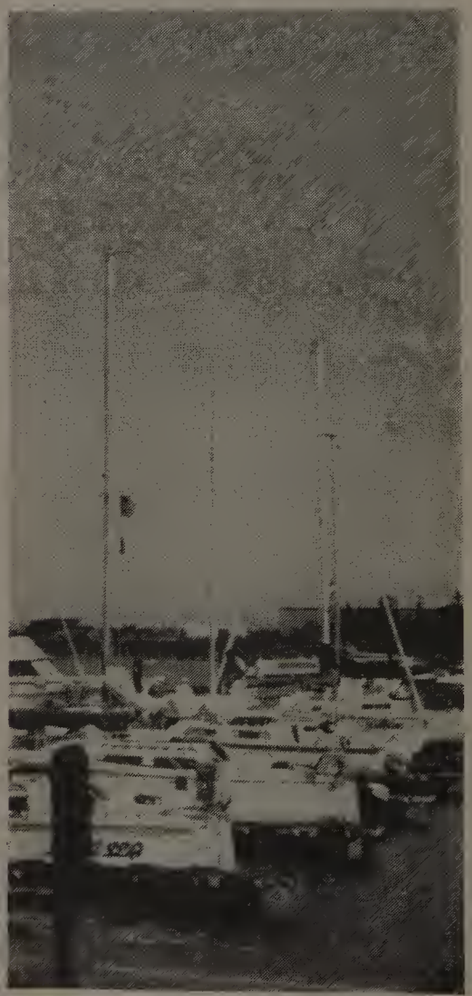
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LETTERS

⇓⇑DELIVERING TO THE FAITHFUL

During a recent business trip to Ecuador, I took the opportunity to deliver four issues of *Latitude* to one of your faithful, Mr. Xavier Roca of Guayaquil, Ecuador and the Salinas Yacht Club.

His 'appeal' letter appeared in the January 1990 issue. Upon reading Xavier's letter, I thought he might be living in 'outpost conditions' far from civilization and further still from sailing riches. Whatever promoted such a mistaken impression? Quite the contrary, Xavier lives quite well and sailing conditions can be described as being "far from the shores of the USA but close to the Equator", only lacking in one of life's simple pleasures: regular issues of *Latitude 38*!

Check out the enclosed brochure for some of their major activities. Anyone desiring additional information about sailing in Ecuadorian waters and/or the Salinas YC is encouraged to contact Xavier Roca, Box 127, Guayaquil, Ecuador, or telephone 323-026 (home); 393-073 (office) or FAX 28-67-68. He has a wealth of knowledge on sailing matters in Ecuador.

Xavier is fully bilingual, of "old Ecuadorian family" and loves sailing. He's a non-stop talker on sailing — all facets from cruising to racing — and would welcome all visitors!

Jim Mathews
White Bear Lake, Minnesota

Jim — It's amazing how ignorant most of us are about South America. Judging from the photographs in the brochure, the Salinas YC is a modern facility not far from a high-rise dotted beachfront. The yacht club's big event is the Regata Oceanica International, *which is organized by the Ecuadorian Navy and is part of the German Frers South American Ocean Racing Championship. The Regata Oceanica consists of three races; 1. a 22 mile coastal course on September 28, 2. a 540-mile race from Salinas to San Cristobal in the Galapagos Islands, and 3. a 540-mile race from San Cristobal back to Salinas. There are about four lay-days for touring the Galapagos.*

This race, open to IOR and IMS boats between 24 and 70 feet, was first held in the early '80s when three Ecuadorian boats competed. In 1987 there were 23 entries, including some Two-Tonners and a Swan 65. The fleet also featured four U.S. boats, three from the west coast which took advantage of Ecuador's offer to ship boats from Long Beach to Guayaquil at no charge. The three were Bruce Hedrick with the Olson 30, Vesper, John Naviaux of Portland with John Sizemore's Santa Cruz 27, Warm & Fuzzy, and Leo Fredrickson's Humboldt 30 HB, from Eureka.

Hedrick describes the Salinas YC as "an absolutely gorgeous first-class facility, with an Olympic size swimming pool, tennis courts, big patios — much better than the average United States yacht club". He notes, however, that the wonderful people, including Xavier Roca, are what made it so special.

While Guayaquil, about a half day's drive up the river, reportedly had 100° temperature, 100% humidity and mosquitos the size and intensity of F-14s, Salinas, cooled by the ocean, was very nice. Despite the fact the course followed the equator to the Galapagos, the cold Humboldt Current dominated the weather. "It was drizzly, foggy and rainy once we got offshore until we reached the land mass of the Galapagos, which had a warming effect. Our light foulies weren't warm enough." Indicative of the odd weather at the equator, Hedrick notes that there are penguins all over the Galapagos.

While the three small ultralight boats might have been perfect for shipping to Ecuador, they were the absolute wrong boats for the course. A reach each way, they weren't able to set chutes to good effect and got waterlined by the longer boats. Visiting the Galapagos as guests of the Navy was, Hedrick reports, as spectacular as you might imagine. "If you ever get the chance to do this race," he says, "don't pass it up." Interestingly enough, Stef

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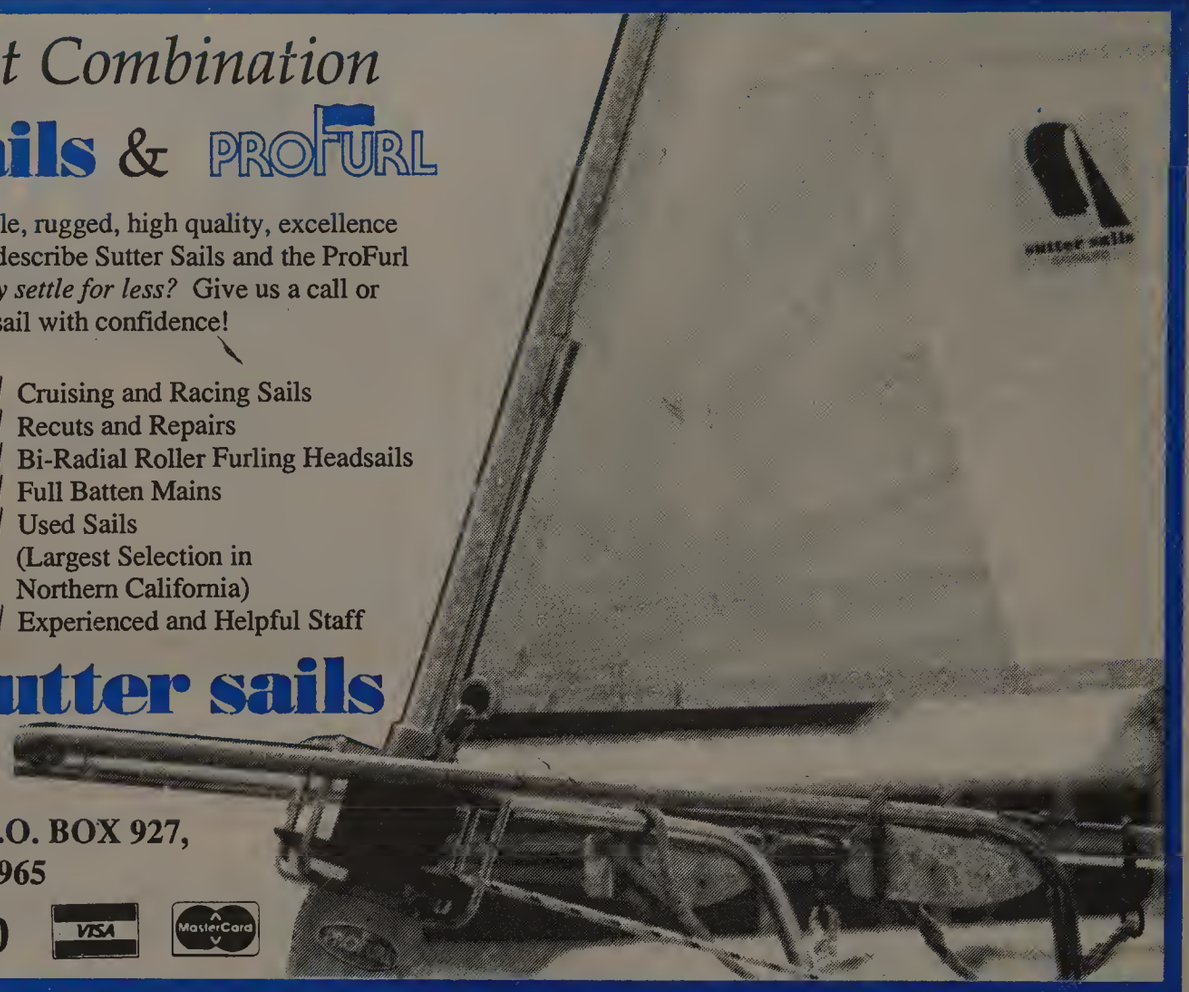
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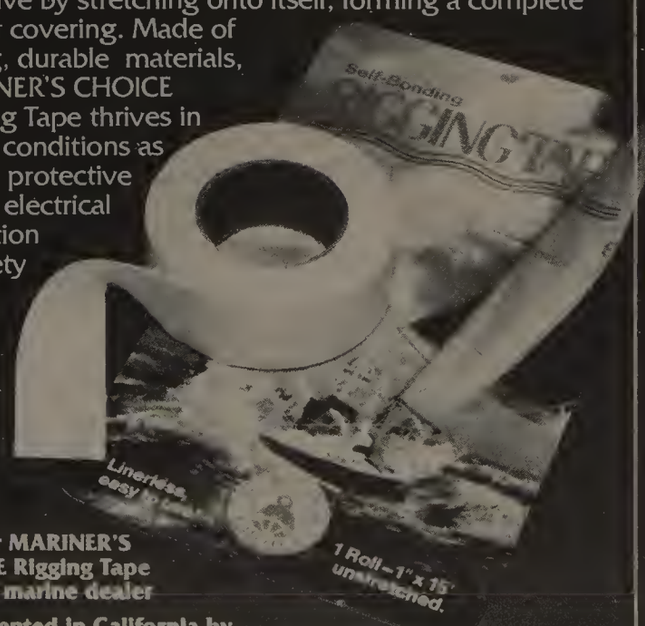
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LETTERS

Clarke, who did the race in '87 aboard the Santa Cruz 27, used this year's West Marine Pacific Cup to Oahu as a feeder race to get his Baltic 42 to Ecuador for the September 25 start of this year's Regata Oceanica. *John Naviaux also hoped to repeat, but if you read* Changes, *you'll learn that he's off cruising Australia in an Ericson 39B.*

⇓⇑THE MINNESOTA / GUAYAQUIL CONNECTION

Out of the blue, a James Mathews, who is the Audit Manager for 3M in St. Paul, Minnesota, phoned me and mentioned that he'd brought four copies of *Latitude 38* to Ecuador for me!

That kind gesture should be publicly recognized — and is worthy of a Roving Reporter T-shirt. Hopefully it will motivate others to copy his example.

P.S. While Jim lives in White Bear Lake, Minnesota, he keeps his Catalina 30 in San Diego.

Xavier Roca
Guayaquil, Ecuador

⇓⇑I CALLED TO SEE ABOUT BUYING A REPLACEMENT

After 15 years, my faithful Alpha autopilot finally stopped working. With the hard use it has seen over the years, I know I have gotten more than my money's worth.

I called the factory to see about buying a replacement. After the fabulous service I had gotten from my Alpha autopilot, I certainly was not going to change brands. But instead of getting a sales pitch on Alpha's latest and greatest, I was given some simple checks to locate the problem and the name of my local servicing dealer. I checked the pilot myself, and to my surprise discovered that the power fuse had corroded to the point where it was no longer able to supply power to the pilot.

I joyously replaced the fuse and with great anticipation turned on the power to see the result. To my amazement and delight, the pilot sprang to life and I was most happy to have my old friend, Alphie, well again.

Dr. John Degenhardt
San Diego

Dr. John — Nothing like having a reputable manufacturer save you a couple of grand and all the normal installation hassles, is there?

From our own experience and from talking to others, built-in autopilots seem to last just about forever. We had a Benmar for the seven years we owned our old boat, and despite heavy use, that unit was a marvel of reliability. Our charterboat has an early '70s autopilot, and despite the necessity of having to perform a little voodoo required to get her on track, she still holds a good course.

⇓⇑ERIK LEARNED LESSONS MOST OF US WOULD BE HAPPY TO DO WITHOUT

I was saddened to learn of the death of Heinz, skipper of *Moonwind*, during a passage to the Marquesas. My wife and I had become very worried about Heinz and Erik's proposed trip after entertaining them aboard *Weatherly* while in La Paz. From time to time we made inquiries in hope of hearing of their safe arrival. The August issue of *Latitude* was our first news of their tragedy.

Prior to their departure, Heinz and Erik visited us to exchange information about route-planning, visa requirements and whatnot. Heinz was obese and appeared to be well into his 60s. Simply getting on and off *Weatherly* at the dock, or even up and down the companionway, was a significant physical challenge for him. He was in very bad shape, clearly lacking the reserves of agility and endurance that circumstances sometimes demand at sea.

As we talked about the Pacific crossing, Heinz confessed that he had never heard of the Intertropical Convergence Zone and was unfamiliar with the term 'doldrums'. He quickly assigned Erik, his

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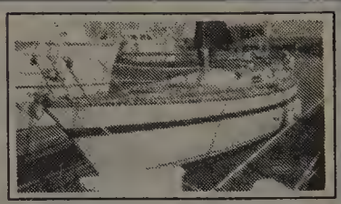
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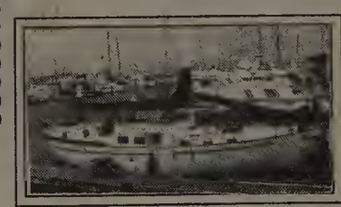
44' LAFITTE 1981. Casual racer or serious cruiser. Prime San Francisco berth. **$155,000.**



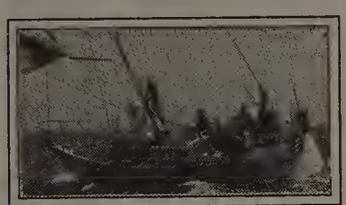
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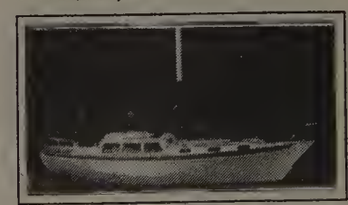
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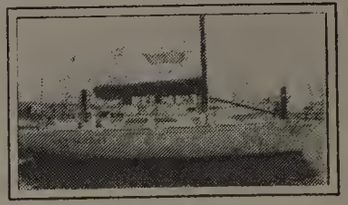
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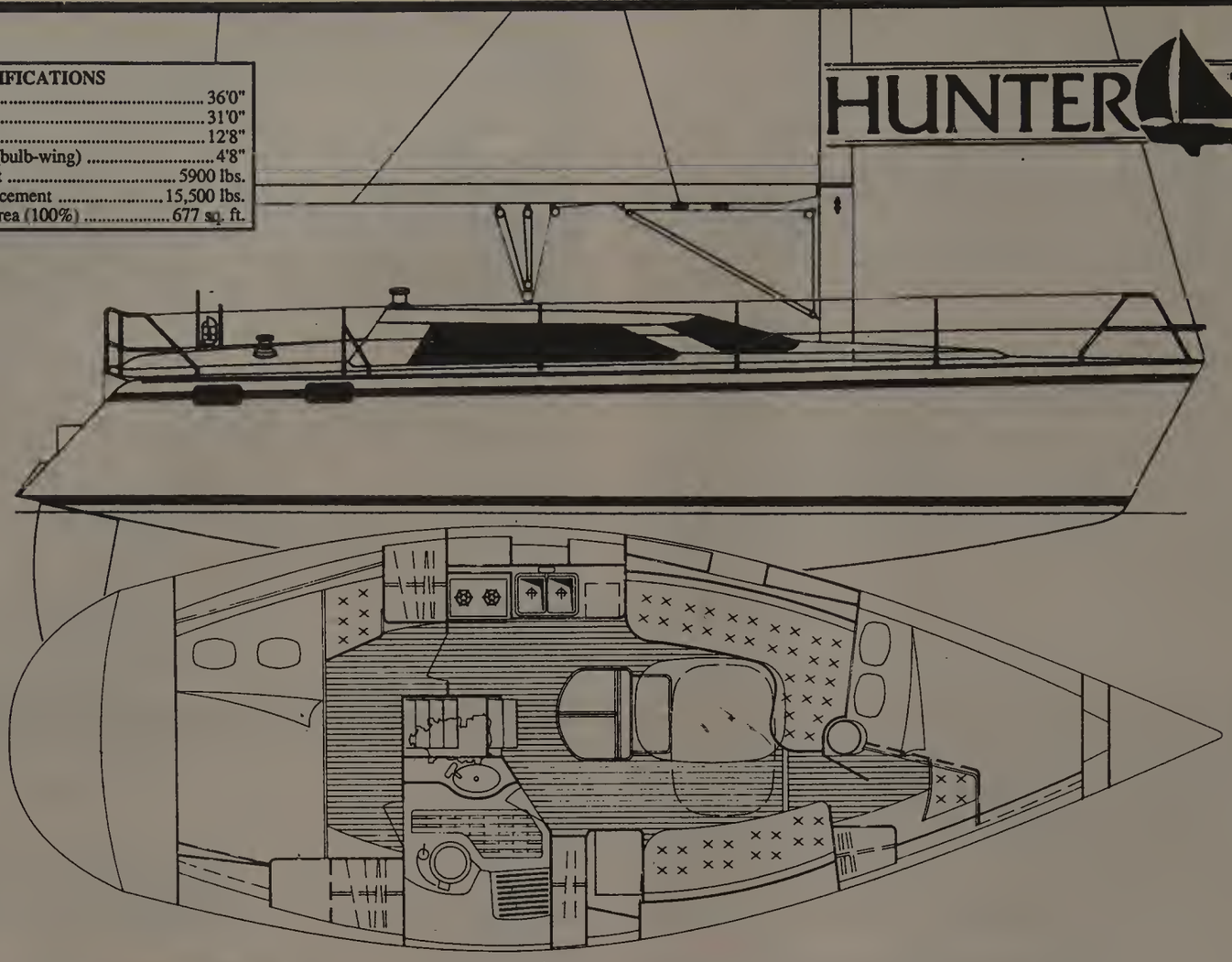
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LETTERS

young novice crewmember, to investigate the matter. Heinz claimed to have nautical reference materials aboard *Moonwind*, but said he saw no point in looking at them until there was a pressing need to do so. He had charts only as far as Tahiti, and hadn't considered that some passage-planning might be required to assure refuge in a secure harbor during hurricane season. His plan was to remain in French Polynesia until the local officials expelled him.

In short, I have never encountered a skipper less mentally prepared to cross an ocean. Heinz seemed to entirely lack the normal prudence and judgement you would expect of a man in such a situation. Erik seemed dismayed at Heinz's lack of seamanly knowledge, having virtually none of his own. An adventurous college student on sabbatical, Erik didn't know zip about offshore sailing.

I had provided Erik with a Switlik safety harness and instructions on how to use it. During those terrifying days at sea when Heinz was disabled or after he died, this piece of equipment might have provided Erik with some sense of security in a situation that had become life-threatening. I hope so, as Heinz hadn't thought to provide this kind of equipment to his crew.

Moonwind was the typical 41-foot Garden ketch, a vessel that demands a great deal from a singlehander. And she was like Heinz; old, tired, ill-prepared and lacking agility — but stubborn. It was aboard *Moonwind* that Erik found his school of life and learned lessons that most of us would be happy to do without.

The tragedy of *Moonwind* is just another quickly forgotten footnote to cruising history unless we learn something from it — and I think we can. One cautionary lesson applies to any cruiser: at least two crewmembers aboard any vessel making a challenging transoceanic passage should have the basic skills in seamanship needed to bring the vessel safely to port. The skipper's responsibility is clearly to provide his wife or pick-up crew with the basic knowledge of celestial navigation, piloting and sail handling necessary to give crewmembers a good chance to survive in the event of a skipper's death or disability at sea. Giving celestial navigation lessons in mid-ocean on your deathbed is not the way to do it.

A second lesson can be learned by those who seek crew positions. In assessing an opportunity, erstwhile adventurers should ask themselves whether the vessel can be brought safety to port in the event the skipper becomes incapacitated. If the answer is anything other than 'yes', it is time for a crash course in seamanship *before departure* — or declining the berth out of a sense of self-preservation. And yelling for help on the radio isn't an acceptable alternative.

What we had here, I think, is not so much the story of "the magnificent passing of an old soldier" but the tragic tale of an irresponsible skipper who nearly took the life of an innocent young man in the course of losing his own. The safety and survival of one's crew at sea is both a moral and legal obligation. It is not to be taken lightly.

Heinz was well-regarded by those who knew him best. They will be saddened by his passing. Those who know Erik no doubt feel empathy for a bright and congenial young man who found himself trapped in a nightmare voyage. It is good to know that he survived even though he may have permanently lost his interest in seafaring.

Ken Lydell
Weatherly
La Paz

Ken — Sure there are lessons to be learned, but must we speak so harshly of the dead in the process? And aren't you, perhaps, being a little overdramatic?

In the course of comparing Heinz to his boat, you speak disparagingly of the Garden 41. While some of the 41s were

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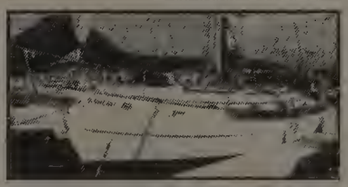
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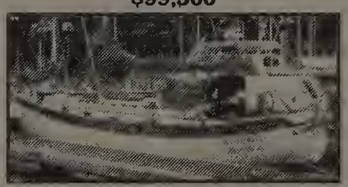
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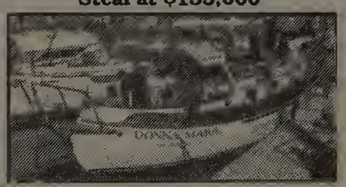
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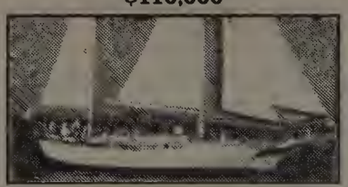
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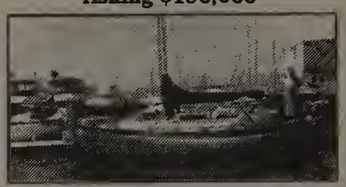
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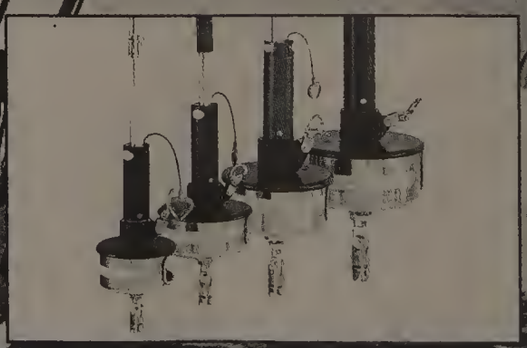
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Hunter's Child action photo by Onne Van Der Wal

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poorly-built 'Taiwan Turkeys', others were respectably constructed or had owners who brought them up to snuff. While not particularly agile, fast or — if you'll pardon the pun — weatherly, sailors have nonetheless cruised them all over the world with good result. Personally speaking, we always thought their worst feature was all the wood trim that demanded so much upkeep. And what's this about singlehanding? We can't imagine a much easier boat to sail alone. If the wind pipes up you simply drop the yankee or staysail; if it really howls you drop the main and sail 'jib and jigger' (or whatever they call it). What could be easier? Given her multiple sails and long keel, you could probably self-steer her in most conditions using sail trim rather than a windvane or autopilot.

And while we didn't know Heinz, we're uncomfortable with your depicting him as being so much worse than everybody else headed for the Marquesas. After all, his boat did make it to the islands. And during his last days he was able to teach Erik enough about navigation so he was able to make port. That's better than some others have done.

So why don't we let Heinz rest in peace while acknowledging your recommendations that at least more than one sailor on any ocean-going boat ought to be able to run the show. The truth of the matter, however, is that this is rarely the case. Usually boats head across oceans with one person — sometimes the owner, sometimes not — who knows how to sail and plays mentor to the rest of the crew. While not the ideal situation, it nonetheless has worked out reasonably well.

⇓⇑WE HAVE LOTS OF QUESTIONS

We are preparing to set sail in May 1991 on what might possibly be a circumnavigation. Is it possible for you to let us know how to contact Jack and Lura Francis, who you wrote up in the August issue as having just completed their circumnavigation?

We have lots of questions and are hoping they might be willing to supply some of the answers.

Nan Moody & Bill Hilsinger
Box 754, Galt, CA 95632
(209) 745-3822

Nan & Bill — It wouldn't be appropriate for us to give out their address, but we're happy to print your address in case they'd like to contact you. If this doesn't bring the results you want, why not toss out the questions to our readership as there's actually quite a few Northern Californians who have circumnavigated. In fact, we can think of three couples who have circumnavigated at least twice.

⇓⇑THE 'SITUATION'

I have a direct pipeline to understanding just how serious the 'Iraq' situation is in North America.

A Mr. Bard Thompson (not his real name) aka "a customer/boat buyer" just told me he thinks it best that he keep his disposable income on hand at this time due to 'the situation'.

I will let you know when Mr. Thompson buys his boat, thus indicting that life is, once again, safe for us all.

Dave Vickland
Yacht Broker

⇓⇑LOOKING FOR PICS

I'd like to track down some photos taken from a small black and white (but not police) helicopter that was buzzing the Jazz Cup fleet south of the Richmond Bridge on August 1 just before noon.

Our boat is *Footloose*, the one with the chute with the red foot right next to the big chicken.

Whoever took the shots of boat us and a C&C 40 beating to weather can sell us the photos by calling (707) 745-5694. Everyone loves a good aerial of their boat on a run when none of the crew is doing anything stupid, disgusting or illegal. As I recall,

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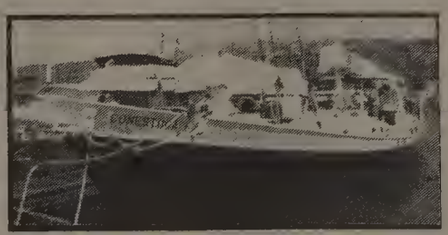
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LETTERS

even the captain was behaving himself.

Mernie Buchanan
Benicia

Mernie — We have no idea who was shooting from that chopper, but perhaps word of your interest will prompt the photographer to call.

⇓⇑GIVE THE COPTERS A WIDE BERTH

Just before noon on June 29, I left the Corinthian YC aboard my Flying Dutchman 35 *Helgoland*. I was accompanied by two young men visiting from Hamburg.

My guests requested a closer view of the Golden Gate Bridge. With most of the bridge still covered in fog, it looked as though it would be a chilly sail with lots of wind. Since the guests were new to both sailing and the Bay, I played it safe by reefing the main and putting on my foul weather gear. Having done that, we proceeded on a course that took us close to Buoy #1, more commonly known as Little Harding.

Approximately 350 yards to the west of us, we saw a Coast Guard helicopter and a 41-foot Coast Guard motor lifeboat conducting practice rescue maneuvers. When we came abeam of them, the helicopter began to reverse direction and move toward us. I grabbed the helm and tried to fall off to the southeast. The mast on my boat is 50 feet tall; the copter was higher, but not high enough for the turbulence to dissipate.

Before I could avoid him, he was above us. His rotorwash layed *Helgoland* over to port so quickly and so far that the cockpit filled immediately and water starting pouring down the companionway into the cabin. The boat's cockpit cushions also floated away. I was sure that we would either lose the mast or the boat. Then as quickly as it had come, the rotorwash was gone.

I muttered a few very choice words and explained to my wide-eyed novices that the Coast Guard hadn't been aiming at the German guest flag.

After recovering from the shock over the weekend, I contacted the Coast Guard officer in charge of San Francisco Bay operations and stated my complaint. He was very polite, thanked me for calling and promised to look into the matter. Sure enough, the next morning he returned my call and explained that the copter pilot had not seen us until it was too late. He explained that it was normal procedure for a copter to back away after a rescue and noted that the pilot had been transferred from Alaska where traffic is apparently much less of a problem. The Coast Guard officer was very courteous and apologized for the incident.

I thanked him and said I hoped to see him at the next Coast Guard Appreciation Day at the Corinthian YC.

My recommendation: Give these copters a very wide berth.

Hans Roeben
Tiburon

Hans — We once spent the greater part of a Clipper Cup in a helicopter where our responsibility, in addition to taking photographs, was to make sure that none of the blades on our chopper broke off on a mast. The pilot took great pains to stress the importance of the job; "If we hit anything, we're dead."

We're glad nobody was hurt in the incident and can understand your being in a state of shock. If it happens to anyone else, however, we'd recommend that they immediately get on Channel 16 and warn the Coast Guard of the immediate danger to lives — the ones on both the boat and in the helicopter.

⇓⇑HOSPITAL COVE FOLLIES, PART II

It was a comedy in three acts that might have been titled *How Sir Lancelot Thrust His Sword Into the Bay!*

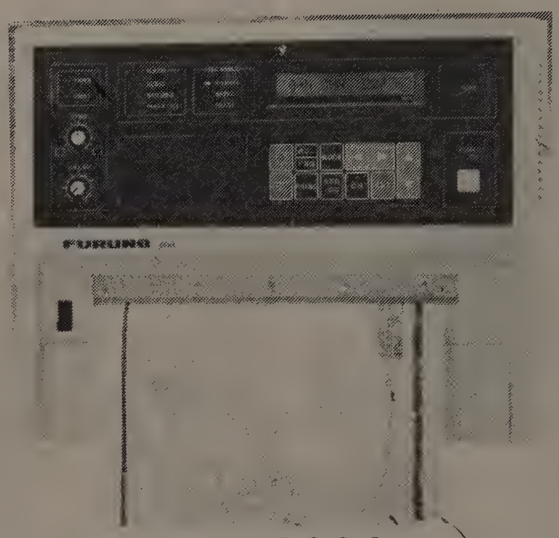
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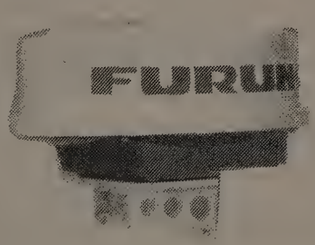
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LETTERS

Weekend. The ferry boat is taking the last of the day-tripping picnickers back to Tiburon, the moored pleasure boat fleet is ablaze with flaming BBQs, and the group's urchins are darting about in rubber dinghies like aquatic gremlins. We have just settled down in the cockpit to enjoy our after dinner brandy.

Act I

Entrance stage left, the Lady Guenevere with long black tresses all dressed in white, walks to the beach and scans the assembled fleet, anxiously looking for Sir Lancelot. The tension rises; has she been stood up? Will the King discover her secret tryst?

Act II

Entrance stage right, Sir Lancelot, aflame with desire, stroking manfully in his dinghy toward the beach upon which his lady love, fair Guenevere, stands. Rushing up the beach, he sweeps her into his arms. They embrace. Time passes. More time passes.

"Are they still playing licky-face?" wonders one observer in the fleet.

"No, you dummy, he's teaching her mouth-to-mouth resuscitation," his wife responds, setting the record straight.

"It's getting so dark I can't see his dinghy."

"What dinghy?"

Act III

Cries of alarm are heard from the figures on the beach. Sir Lancelot sprints 50 yards down the beach in about 4.5 seconds — then returns at an even faster pace. He approaches the Lady Guenevere, rips off his clothes, and clad in just purple shorts (purple?) dives into the water.

"I think I see the dinghy; there seems to be one drifting near that raft-up of four sailboats."

Sir Lancelot approaches it, swimming with powerful strokes of his muscular body, and with a mighty effort hoists himself from the icy water and aboard the wayward dinghy.

The Final Act

A subdued Lancelot, his body turning blue with cold, once again rows toward the waiting Lady Guenevere, his youthful ardor (as well as his Fruit of the Looms) somewhat cooled.

Jerry & Carroll McDaniel
San Francisco

Jerry — Just two questions from we drama critics.

1. Was there any evidence that Lancelot had been cuckolded?

2. Didn't anyone in the fleet have the courtesy to retrieve Lancelot's dink — or at least direct one of the 'aquatic gremlins' to the task? There's not nearly enough love — let alone licky-face — in the world as it is. In addition to supporting the conservation of water and fuel, let's also support love. After all, look what happened to the Round Table.

⇓⇑THE OLD 'HI-LO' MISUNDERSTANDING

We own a 36-foot Krogen trawler and wanted an addition to the pilothouse: a 'Hi-Lo' table that would function both as a dining table (high) and a bunk (low).

So it was that my wife, Susan Atkins, marched over to West Marine and asked a sales clerk: "Do you have Hi-Lo tables?"

"Sure," said the clerk, handing Susan a tide table.

Kevin LaGraff
Sausalito

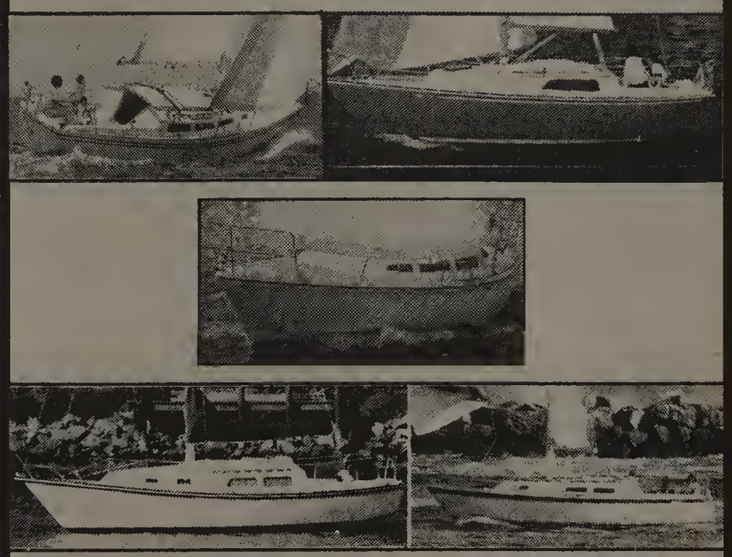
⇓⇑COMMENTARY FROM THE 'HELL WATCH'

It should be pointed out how well Pacific Northwest sailors did in July's West Marine Pacific Cup from San Francisco to Oahu. Both those that sailed their own boats and those that chartered boats.

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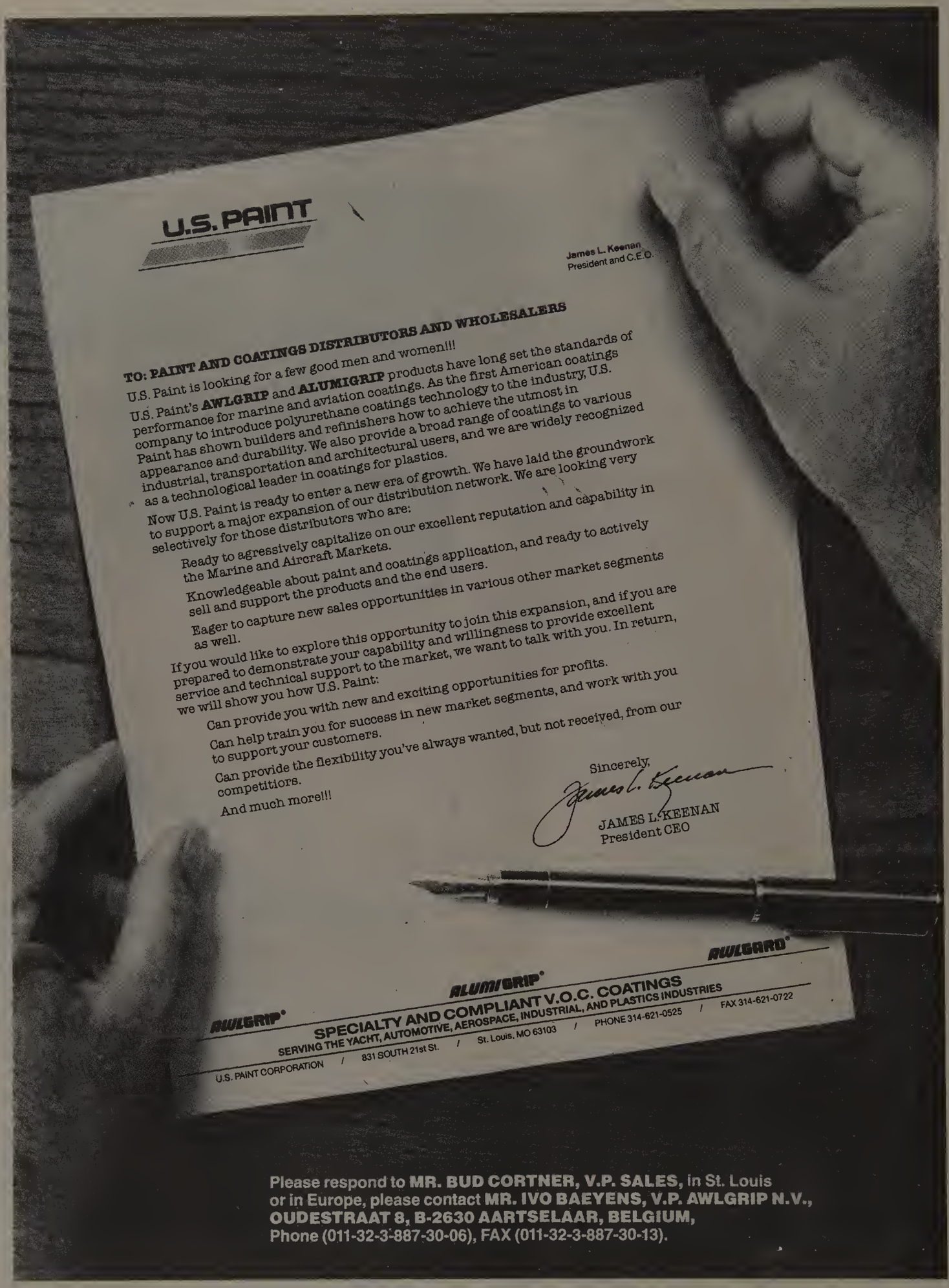
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LETTERS

An Anonymous Member of *Meridian's* 'Hell Watch'
(Whose picture was published puffing on a 'maxi stogie')
Seattle

Stogie Man — There's no denying that Pacific Northwest boats gave a good accounting of themselves for the second Pacific Cup in a row. Seeing as downwind races aren't exactly a specialty of 'Carwash Country', this was quite an accomplishment.

⇓⇑PARK SERVICE RIP-OFF

Don't take your credit cards to Angel Island as they only accept cash — lots of it.

On Saturday, September 9, I tied up to the docks at Hospital Cove. No sooner had I finished than a Park Ranger appeared with her little receipt book and extracted $5 from me. This didn't bother me too much as I expected it.

I then heard some moans and groans from other nearby boaters at the dock who learned that the Rangers had now raised the fee for an overnight tie-up at the Hospital Cove buoys to $12/night. Needless to say, I changed my mind about spending the evening on one.

I won't go into a lot of detail, but I think this is a true rip-off by the Park Service. I shouldn't call it a service, however, since I noticed that the buoys were out of line and in a state of disrepair, and that others were missing. Furthermore, the docks where the others boaters and I did tie-up for the day were covered with seagull doo-doo. And the doo-doo was covered with millions of flies. It wasn't a very pleasant scene!

After collecting money from all the boaters at the docks, the two Rangers hopped into their little rubber dinghy and proceeded to rap on the hulls of the boats at the buoys. Apparently they woke some mariners up, as a few came topside in their night clothes.

After doing their blood-letting, the two women Rangers tied up their little dinghy and disappeared. I saw only two other Rangers the rest of the day; one was riding a bike, the other was parting walkers with a truck.

I feel that if we must pay so much for the use of Angel Island, we should at least get some service and consideration.

Bill Key
Seeker
Alameda

Bill — Sometimes it seems like folks never stop putting their hands out for money, doesn't it? But in this case we think you're being a little hard on both the individuals involved and the Park Service.

First off, the women on the dock don't set policy, they follow it. So let's not take our anger out on them. Secondly, all State and National Park fees have skyrocketed in recent years; partly because of horribly stupid deals the government cut with certain concessionaires, but mostly because the costs of maintaining the parks — even badly — have increased dramatically.

In our estimation, $5 for day use of the docks is very reasonable. The $12 for an overnight on one of the mooring buoys would strike us as being a little high if it were not for the fact that there are plenty of free alternatives — mostly more attractive ones — just a short distance away. Anchoring in the lee of Angel Island is, thank God, still free, as is a spot we like even more, the Paradise Park area of the Tiburon Peninsula. Not only does the latter have a mud bottom that clings to anchors like epoxy, but it's usually the calmest place around and gets a full dose of the toasty morning sun — something that Hospital Cove does not. Yet another alternative is anchoring in Belvedere Cove. As we recall, the Richardson Bay Regional Association zealots fabricated some phony excuses to prohibit it, but the ban — to our knowledge — has never been enforced.

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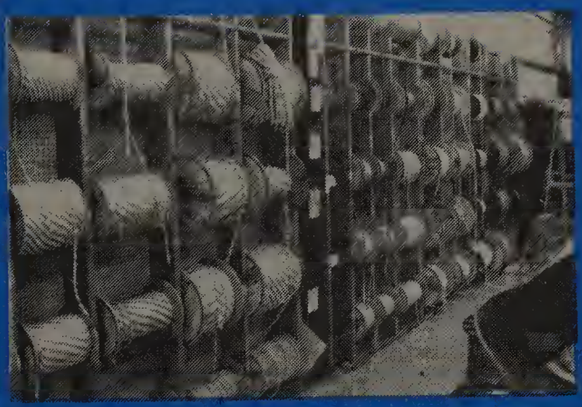
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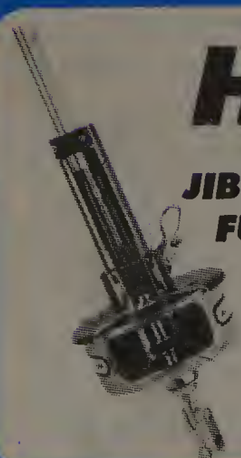
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LETTERS

Rather than let the Angel Island fees elevate your blood pressure, we'd recommend you instead delight in the fact that there are still excellent free alternatives available.

⇓⇑ALL WAS NOT RIGHT IN BIBLE SCHOOL

While my husband and I were enjoying ourselves in blissful serenity at Mandeville Island two years ago, I happened across a new way to keep the area free of unwanted intruders. This is the way it happened.

It was mid September and the kids were back in school. Sweetie and I had all of Mandeville Tip to ourselves for three glorious days. The weather was fabulous, we still had ice for the gin and tonics, and there were lots of goodies left to eat. We were in the cockpit, with the awning up, reading and relaxing in a mode that only a mid-week vacation can bring, when on the horizon appeared a sight to chill the heart of any solitary vacationer: a rental houseboat!

Oh well, we'd had the place to ourselves long enough. Onward they came, and onward still.

"Sweetie," I finally said, "they can't really be coming this close, can they?"

They could and they did. Not one boat length from us they did their docking dance to tie to a piling. *Not one boat length away!*

And it got worse. There was mom, dad, three kids, grandma and the dog. Not one to tolerate in silence any wrong doing (real or imagined), I came up with a plan of action. Sweetie, seeing what I was up to, said, "What are you *doing*?" In a wink, I had shed every stitch of clothing from my not-too-beautiful 250-lb body and went on with my reading and drinking. Sweetie was aghast: "Put your clothes on right now!"

"In a minute," replied *moi*.

It took our neighbors only a minute or two to notice all was not right in Bible school. With some difficulty, they chastely avoided my glare — some of me was not nicely tanned — before they unleashed their dock lines and went on their way to impose upon some other unfortunates. So, should anyone find themselves in similar circumstances, I really recommend the 'Show and Go' method. It really works.

Kim Haworth
Dancing Dragon

Kim — Great minds think alike. That's the technique that Sausalito's Ralph Naines, also about 250 and partly tanned, uses in the Sea of Cortez onboard The Trip. *He, however, is a little more aggressive. When another boat approaches, he mounts the bow pulpit, cocktail in hand, and wildly hollers for everyone to come over and "party, party, party!" If that's not enough to do the trick, maximum volume rap music is employed.*

But with regard to your tactics at Mandeville Island, you don't suppose it has any connection with the six owners of Mandeville Island suddenly putting the 348-acre parcel of land up for sale after 18 years, do you?

⇓⇑WHAT CHAPS WALLY'S ASS: MEXICAN PAPERWORK

After two blissful, problem-free cruises to Mexico, we finally became entangled in the Mexican paperwork morass.

It began in April of 1990, when after cruising Mexico's 'Gold Coast', we pulled into Nuevo Vallarta. We cleared with the Puerto Vallarta Port Captain, reprovisioned and departed for La Paz. But our trip was not to be, since both the autopilot and engine saltwater pump packed it in on the way to Isla Isabella. We sailed back to Nuevo Vallarta, ordered parts, and decided to postpone La Paz until next season. Thus we settled into Puerto Vallarta for the summer with several other boats and crews.

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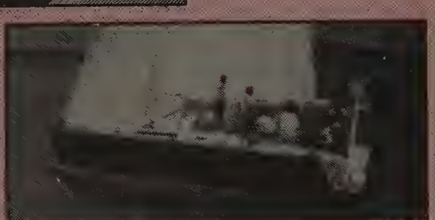


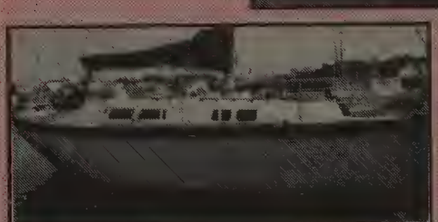
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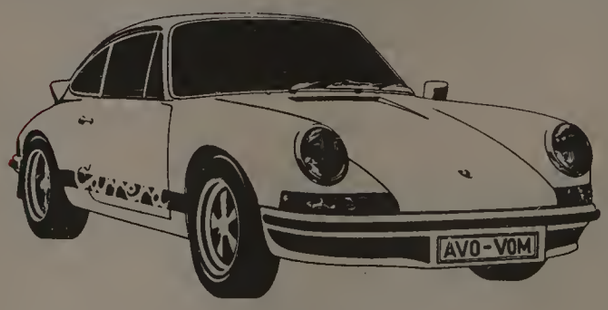
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LETTERS

expired in June. So in late May we visited the local Customs office to renew the permit. Our senses told us that something was decidedly out of the ordinary when we arrived. So we contacted a ship's agent, who told us that a cadre of lawyers from the regional office were investigating local officials. The agent told us that no Import Permits would be issued, that matters were unsettled at Customs, and that we shouldn't even venture into the office. When I asked the agent what I should do, he said to leave Puerto Vallarta forthwith. I informed him that the boat was disabled and could not readily depart. He repeated his advice to leave, noting that a fine of 4% of the ship's value could be assessed if we decided to stay.

Our next course of action was to contact Immigration to extend our visas in order that we, if not the boat, would legally be in Mexico. The official there listened to our tale of woe and urged us to leave the country so we wouldn't be in Mexico when the visas expired. No ups, no extras, just get out. Accordingly, we flew to the States and returned to acquire new visas.

Although we requested 180-day visas, the Immigration officer at Mazatlan would only give us 90 days. The new visas were inadequate, since boat Import Permits, which are normally for six months, expire earlier if the owner's visa does also. So, we returned to Immigration in Puerto Vallarta to obtain extensions of the new visas. The lady there said they couldn't be extended until 72 hours before they were to expire! This wouldn't do because the boat's Import Permit would have ended before that. After a 'hearts-and-flowers' story about broken boats and Import Permits — plus 10,000 *pesos*, she relented. We then joined the other crews who were waiting for the dust to settle at Customs so we could attack the Import Permit problem.

By this time, the Import Permit debacle had degenerated into an uncontrolled, local-option event. Up in San Carlos, for example, 365-day permits were available. Down in Manzanillo, the chief of Customs declared that Import Permits were no longer required, period. One skipper returning from Acapulco attempted to renew his Import Permit in Manzanillo, couldn't get one because he was told he didn't need one! In Puerto Vallarta the same skipper was told that he needed one, but couldn't get it! So he sailed for La Paz, where the boys were selling 90-day extensions of *both* visas and Import Permits. I telephoned a friend in La Paz to confirm this information. "No problem," he said, "just bring money."

Then suddenly one day, the Customs office returned to the status quo ante — as though nothing had happened at all. The group of us in Puerto Vallarta dutifully paid our 100,000 *pesos* per head *mordida* for the 'free' permits and hoped the nonsense was over.

Four crews decided to return to the United States for the summer. Since we were situated in a government marina, we executed a document which ceded responsibility of the vessel to the marina, which accepted liability in our absence. This procedure is required by Mexican law in order for a ship's captain to leave Mexico. So far, so good.

One September day up in the States our phone rang. A ham relay for XE1ELF reported that the boats in Nuevo Vallarta would be confiscated if the required paperwork was not produced for Customs authorities within 10 days. Thank goodness for ham radio operators! Through the good offices of the *Manana net*, XE1ELF, KB5HA, KB7DHQ, WB6WTK and KE6YY, phone patches were run, fax numbers relayed, lock combinations forwarded and so forth. All the boat owners were located, including one who was on assignment in Atlantic City. XE1ELF gets a special thanks from *Tropical Star* and *Abrazo*.

The problems were resolved after three days of long-distance telephone calls — although one skipper did have to return to Mexico.

What chaps my ass is that we fully complied with Mexican regulations and provided an avalanche of photocopies to all the



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appropriate agencies. But all that effort was a useless act. Officials were determined to seize boats even though they possessed the confirmed paperwork they themselves had issued. The offices of Port Captain and Customs are located merely 30 feet from one another in the *Terminal Maritima*, which itself is just eight miles from the marina. And I know for a fact that telephones still exist in Mexico.

I suggest that anyone cruising in Mexico transit copies of all documents to a responsible party at home for safekeeping, and provide copies to dockmasters and buddy boats. Your buddy boat and home contact should have a record of phone numbers and lock combinations. If you have to leave your boat, maintain contact with a ham operator who regularly monitors the Mexican nets.

Wally Farrell
Abrazo
Puerto Vallarta, Mexico

Wally — Visas, tourist cards, zarpes and boat permits have folks scurrying here and there all over the world. The sometimes World Cruisette, for example, never knows what kinds of grief U.S. Immigration might give her. When checking into St. John, the lard butt lady at Immigration was always eager to dish out abuse. But if the Cruisette were to check-in at nearby St. Thomas, the man with the wandering eye had a whole different response. "Honey," he'd say, "just check in here and you'll never have any problems."

As for dipping across borders for a day or two to get a new year or six months worth of visa or boat import time, that's also common. Folks in Costa Rica go to Panama to do it, foreigners to the United States dip into Mexico to do it — it almost, but not quite, makes you wonder if all the customs and immigration services are worth the time and money.

But if the truth be told, Mexico really has a special talent for baffling rules and enforcement. Both change from time to time, place to place and person to person — and may be drastically effected by contributions to personal 'retirement funds'. While we've come to think the 'bark' of the regulations is much worse than their bite, we nonetheless heartily endorse all the recommendations you made in your last paragraph.

Latitude wants to know: Has anybody who has cruised Mexico ever run afoul of rules or regulations where they have had to pay a fine or bribe in excess of $250 U.S.?

⇓⇑CLARIFICATIONS ON KEEHI LAGOON

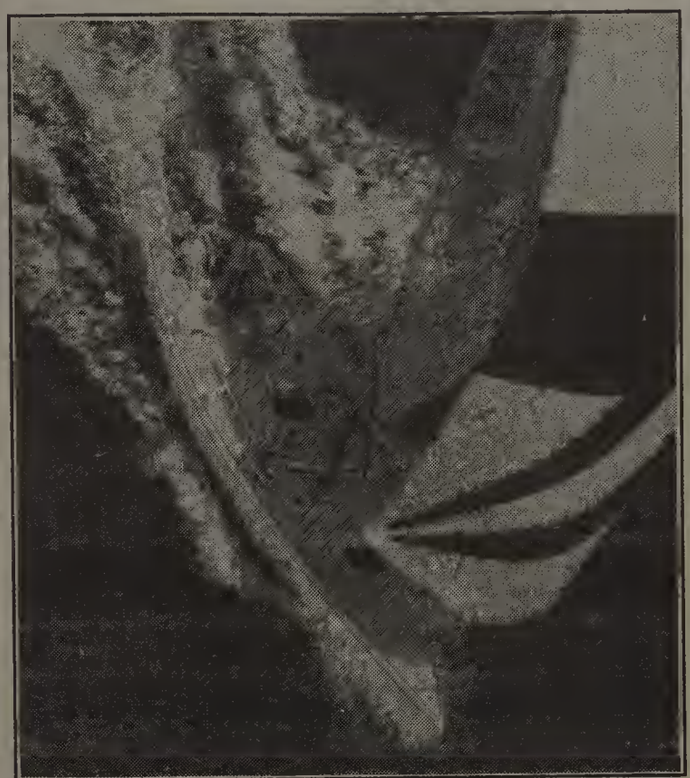
I am writing in response to two articles in the Changes section of the July 1990 issue. The articles fall under that *Hawaiian Eye* column and regard Keehi Lagoon.

I believe there should be some clarification or at least an alternative viewpoint on the Keehi Lagoon and Keehi Marine, Inc. subjects. First off, I'd like to set the stage. Keehi Lagoon is, in many ways, similar to Richardson Bay and its anchor outs. However, Keehi Lagoon is in a much more advanced stage of decline. The state's proposal to install permanent mooring buoys and clear the lagoon of navigable hazards is long overdue. This may be seen as a 'controversy' to many long term anchor-outs — who live for free — but to many people who live and work here, it will bring the lagoon out of its stage of squalor — and hopefully make it a nicer place to visit and use.

The next area of my concern regards the unfavorable light cast on Keehi Marine, Inc. To begin with, the so-called 'convention center' is in reality a yacht club facility to replace the current men's and women's bathroom/shower structure — an edifice which best represents the old Keehi mentality.

As for Frank Rice saying he never would have sold had he known what the evil Japanese were going to do — ha! He's laughing all the way to the bank. I do find it interesting to note,

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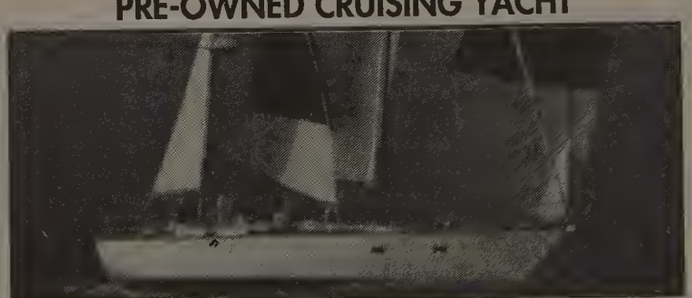
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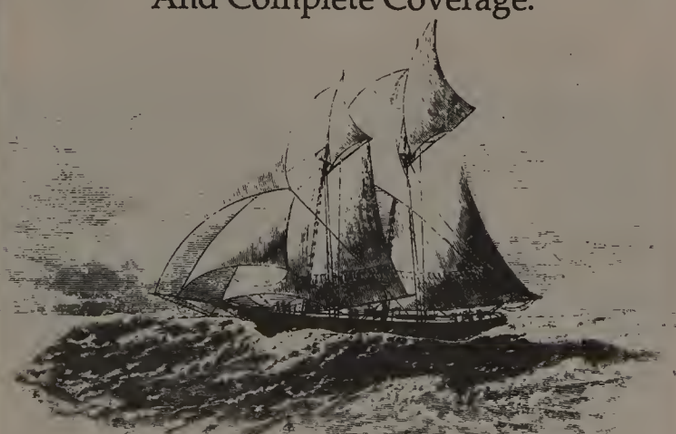
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LETTERS

however, that Keehi Marine Inc. was never heralded as having an entire dock just for anchor out dinghies and small boats, or making an effort to hire anchor outs from the lagoon — to help keep them afloat, if you'll pardon the pun.

I hope this letter isn't misinterpreted as Big Business versus Poor & Helpless, as this certainly is not the case. It is, however, a case of people reacting to change. There are many complex issues here at Keehi Lagoon to be dealt with, none of which can be settled by mudslinging in a 'sailors' bible'.

P.S. To all you cruisers: there's still plenty of room to anchor if you get the civilization itch.

Matthias Kusch
Keehi Marine, Inc.
Honolulu, Hawaii

Matthias — The situation at Keehi is indeed complex, and we'd like to think that most readers didn't interpret the July Hawaiian Eye *feature as mudslinging.*

Indeed, Carol Post, who authors most of the material that appears under Hawaiian Eye, *is personally in favor of the lagoon being cleaned up and structured on the grounds that just about everyone will benefit. Her proviso is, however, that it be done intelligently with reasonable consideration given to those who have been anchored there for years. Reasonable consideration not necessarily including free mooring.*

Carol Post stands by her assertion that the new owners of Keehi Marine originally planned a conference center for the site. Post says that when the new owners threw a lavish dinner for the employees at the Ala Moana Hotel, the employees were told of plans to build a five-story building with conference rooms — a far cry from a yacht club atop the current restrooms.

Post wholeheartedly confirms, however, that Keehi Marine has always generously provided a dinghy dock where anchor-outs could conveniently come ashore, and that Keehi Marine has been very good about hiring anchor-outs as employees.

Frankly, we don't think there's anywhere near as much controversy as you think. But please, alternative viewpoints are more than welcome in these pages.

⇓⇑I'D LIKE TO MAKE SOME ADDITIONS AND CORRECTIONS

Our son-in-law flew into Golfito, Costa Rica to crew with us to the Panama Canal, bringing mail and a stack of magazines with him. So now I'm sitting at anchor off one of the gorgeous tropical islands along the Pacific Coast of Panama, where I've just finished devouring the August issue of Latitude.

I seldom write anyone (family included) or anything (except 'to do' lists), but I'm compelled to respond to the article in *Changes* titled *Beyond Acapulco* by Steve Thompson of *Donna Jean*. The two years between his passage and his article has seen some of the information become outdated and/or misleading. Having just made the passage, I'd like to add or correct some details for the benefit of those cruisers planning to make the trip.

1. I believe Steve confused Puerto Angel, which is a very colorful and friendly sleepy fishing village north of Huatulco, with Salina Cruz, an industrial harbor with a seawall, which does afford a jumping off place across Tehuantepec.

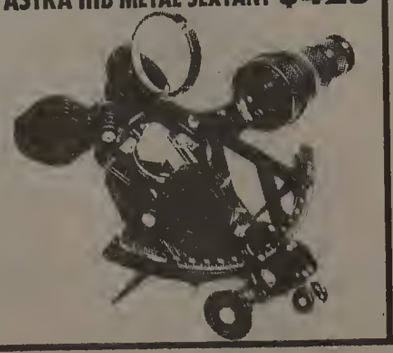
2. Puerto Madero is indeed a dirty — but necessary — stop. Don't, for example, eat *anything* there!

There is a very helpful Mexican by the name of Israel at Puerto Madero, who is related to the Port Captain, who may come out to your boat in a *panga* to see if you need fuel, which he'll bring out for a small fee. If you prefer, Andre, another enterprising Mexican, is usually standing ashore and vying for your business for the same reasonable (negotiable) fee. Or, you can hire a taxi and take your jugs into the Pemex yourself.

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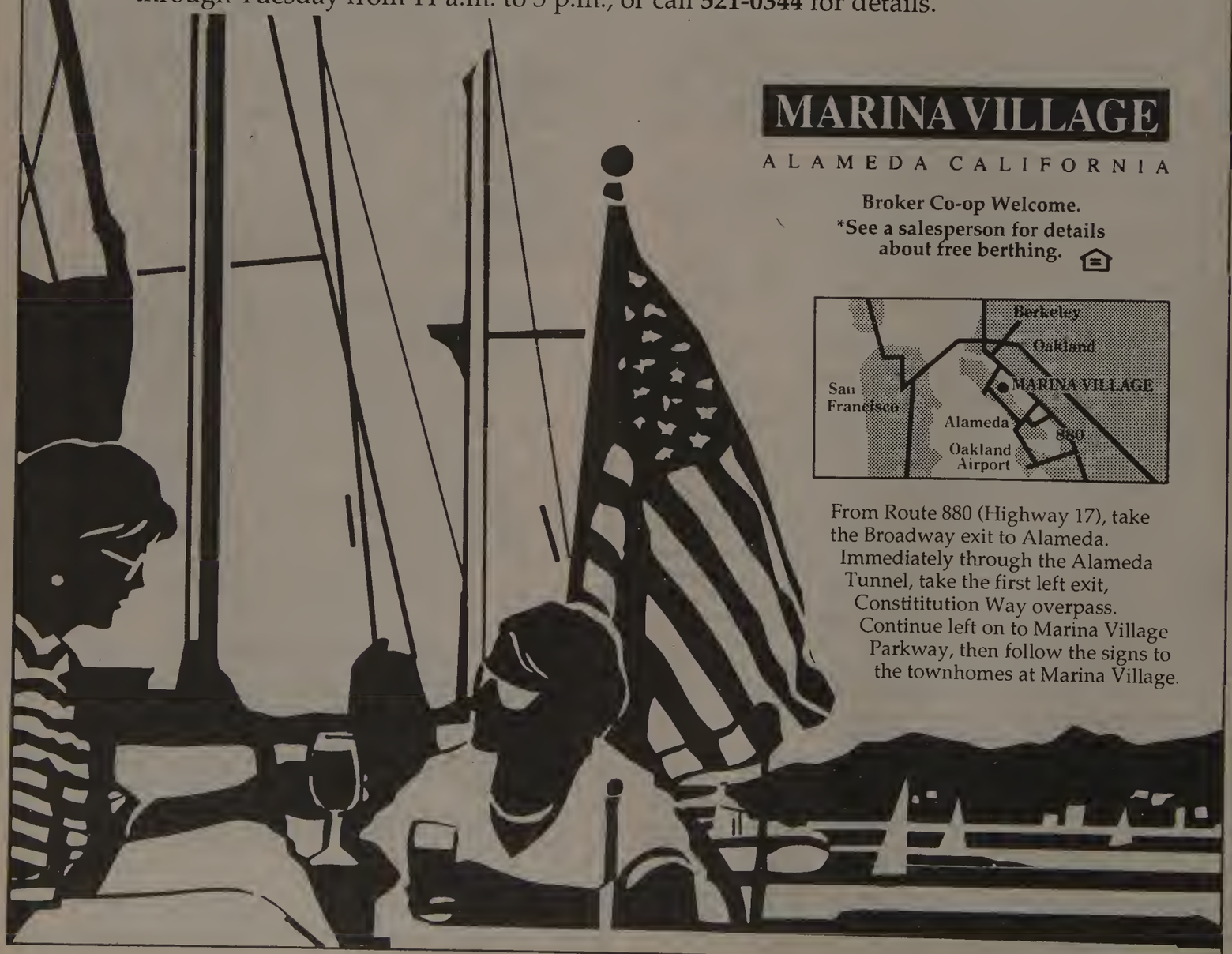
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LETTERS

We didn't have to pay anything to get fuel and found both Israel and Andre's services very helpful — since the winds and currents will require you to use more fuel than normal before reaching Costa Rica — "500 miles away". If Steve can make 500 miles in 2.5 days, he should enter his boat in the America's Cup. It took most of us four or five days.

3. By my personal count, 70 — and perhaps as many as 100 — boats made the cruise south to Costa Rica in 1990. This was after the elections and the new regime in Nicaragua, and most vessels passed just off the coast of Guatemala, El Salvador and Nicaragua. While we were observed closely, we were not accosted in any way. Several boats stopped in Quetzal, Guatemala and Corinto, Nicaragua for various reasons (i.e. medical problems, equipment failure, to get fuel and just to have a look around). It was an expensive experience; around $50 just to enter each port. However, the people there were friendly, courteous and helpful.

4. Most cruisers who knew or heard about Tom, whose vessel *Valentine* was damaged off the coast of Nicaragua in 1989, were sorry to hear his plight. However, when the full story, as reported by his crew, came to light, it seemed that a very confused and disoriented Tom made several bad decisions which resulted in the damage to his boat. It was not the fault of the Nicaraguan Navy.

Reaching Costa Rica at Bahia Sta. Elena or Playa del Coco is indeed a tropical treat hosted in great style by Maury Gladson. Maury indeed has a wealth of information on a great many topics as a result of his more than 30 years of local knowledge.

We heartily encourage everyone with the time and inclination to "come on down"! We've had a very enjoyable trip.

Helen Riley
Sunny Daze, Perry 47 ketch

Helen — The confusion of Puerto Angel with Salina Cruz and the misstating of the distance between Puerto Madero and Costa Rica are entirely the fault of Latitude 38. *We apologize to both our readers and to Steve.*

The anecdotes — such as about problems with getting fuel in Puerto Madero — were intended not to depict eternal truths but rather liven up otherwise dry facts. Your clarifications and Wally Ferrell's letter about the paperwork problems in Puerto Vallarta hopefully make it clear to everyone that things are constantly changing in Mexico — as well as the rest of Central America.

Experiences in stopping at places like Guatemala and Nicaragua are very subjective. For example Tony Sanchez of San Francisco, who this summer stopped in both countries on his way from Costa Rica to California, liked both countries but found the officialdom to be extremely offensive. (See Changes *for more details.) For some few cruisers, extorting officials can 'ruin' a whole country; for others, they come with the territory. Thus each report from 'out there' must be read with an open mind rather than accepted as the Gospel.*

⇓⇑SHE MADE A DEROGATORY COMMENT

In your September *Letters* Judith Fairchild, M.D., reported on the prompt response for medical assistance during the last Pacific Cup race. She then made a derogatory comment about lawyers.

I wish to point out that without personal injury attorneys such as myself, many doctors would not have their hefty fees paid, and might not be able to take time off to race megabuck yachts to Hawaii.

James P. Bradley
Attorney At Law, San Francisco

James — You're absolutely right about that. By the same token, without aggressive personal injury attorneys, the decrease in even heftier insurance premiums would more than make up for the difference in doctors' incomes. Then, too, doctors might be able to

CRUISING SOUTH?

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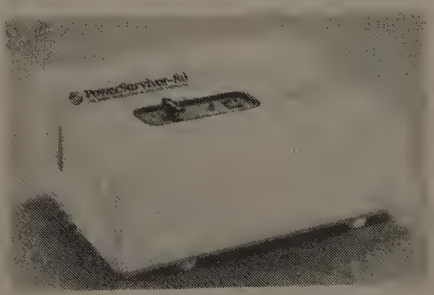
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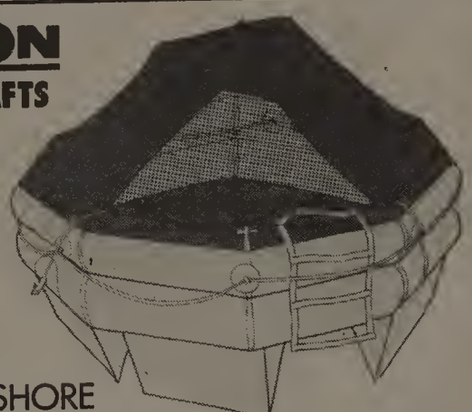


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LETTERS

sleep better knowing they could spend more time and money practicing real medicine rather than have to order scores of expensive tests solely for the purposes of shielding themselves from lawsuits.

Certainly there's a place for P.I. attorneys and they have made some important contributions to society, but you can't convince us that the whole system hasn't become morally and — for all intents and purposes — financially bankrupt.

⇓⇑DEANNA'S THINKING IS JUST FINE WITH ME

In response to Deanna Fine's letter in which she suggests using the word 'it' rather than 'she' when referring to boats, I would like to state that I agree with her.

For many years I have maintained that the English language has a word to be used when neither 'he' nor 'she' is appropriate. That word, of course, is our old friend 'it'.

Just think of 'it'! We could replace helmsman with 'helmsit'; seaman with 'seait'; and 'Man the lifeboats' with 'It the lifeboats'. The possibilities are endless.

Deanna, I am with you all the way.

R. Einspahr
Sacramento

R. — In defense of Deanna, some local governments have banned the word 'manhole' on the basis that it's sexist.

⇓⇑WHY BOATS ARE ALWAYS A 'SHE'

I enjoyed your response to Ms. Deanna Fine and her "almost raging feminist" letter about whether or not boats should be referred to as 'she'.

As far as I know, boats have always been considered feminine. Boats were carriers of passengers and the carriers of life-sustaining goods that people needed. This is very much like a mother, also a 'she' person.

Since sailing owes so much of its flavor to history, I feel that we shouldn't try to modernize it too much. For example, we could call the port side of the boat the left side and the starboard side the right side, couldn't we? While this would make it easier for novice sailors, I think it would take something away from sailing.

But I'm not writing to argue a point. Instead, I want to offer the a fun poem written many years ago by a gentleman named Ulster:

Why Is a Ship Called She?

A ship is called a 'she' because there is always a great deal of bustle around her, there is usually a gang of men about, she has a waist and stays.
It takes a lot of paint to keep her good looking; it is not the initial expense that breaks you, it is the upkeep.
She can be all decked out; it takes an experienced man to handle her correctly; and without a man at the helm she is absolutely uncontrollable.
She shows her topsides, hides her bottom and, when coming into port, always heads for the buoys.

Craig N. Federspiel
Cupertino

Craig — As a public service, why don't you send a copy of that along to Dianne Feinstein so she can post it on the small sailboat she used to own. It will probably give her some inspiration if and when she becomes honcho of the state.

And lest anyone get the impression that only Northern California men have a bone to pick with Deanna's idea, Marvin Appel of Rancho Palos Verdes also sent in a copy of Ulster's poem.

⇓⇑ THE DELTA WAS BETTER THAN THE CARIBBEAN

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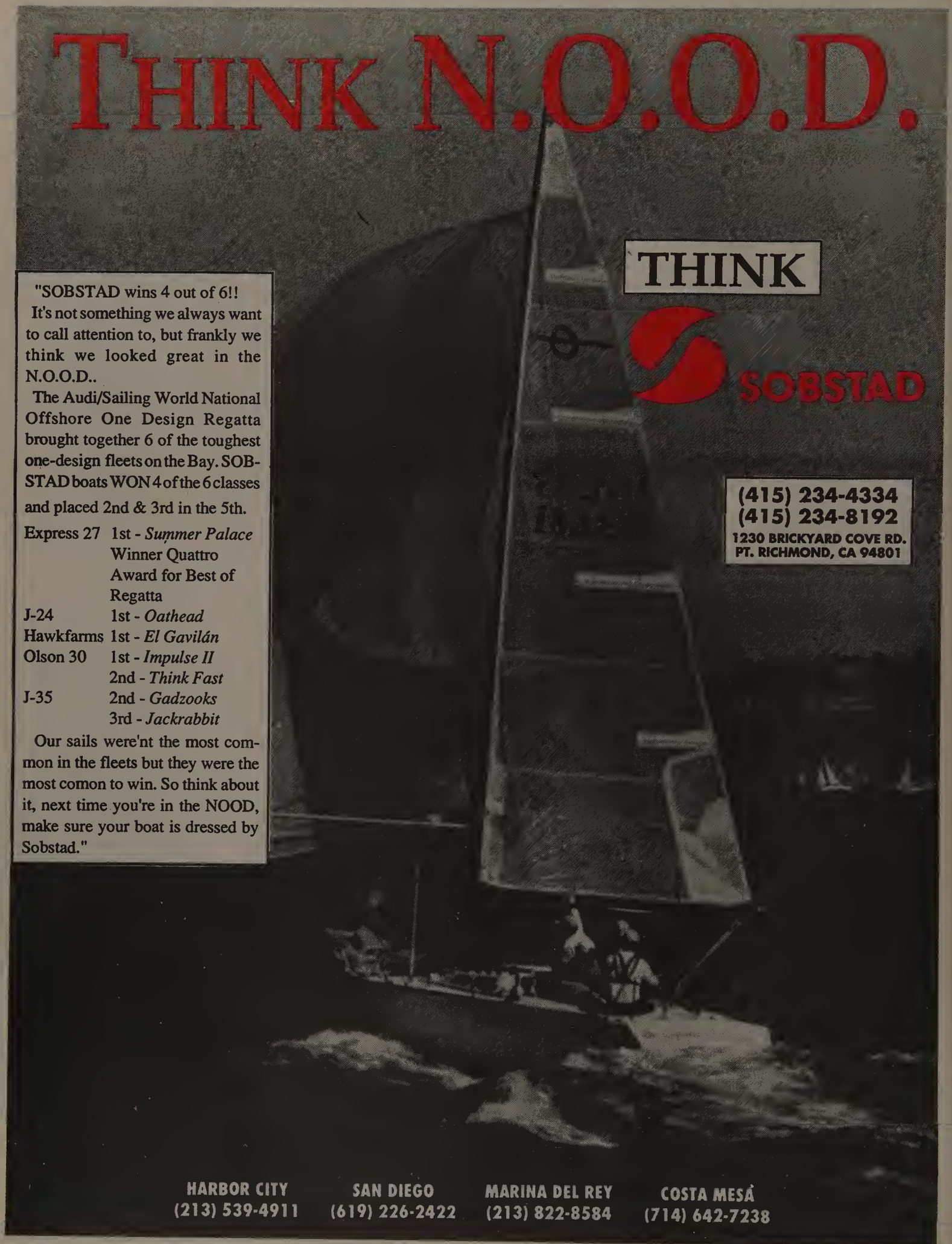
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	2nd - *Think Fast*
J-35	2nd - *Gadzooks*
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LETTERS

never cruised in the Sacramento Delta, it was to my great astonishment and relief that I discovered an area of Northern California that was warm, where the water was beautiful and cool, and perfect for swimming.

In many ways I thought it was much better than the Caribbean. Not only was the water fresh, but everyone spoke English and was friendly to cruising sailors. We had great times.

As the owner of a 37-foot trimaran, I know that we multihull owners are often discriminated against by marina owners. This, however, was never evident in the Delta. The marina operators were especially happy to have us visit, and wanted to make our stay an enjoyable experience.

By the way, there are new owners at the Outrigger Marina on Three Mile Slough, which is near Isleton and Rio Vista. Ron Green and the other folks at the Outrigger go out of their way to accommodate all sailors, multihull and monohull, as well as powerboaters. They have renovated their docks and restrooms, provide new and improved shower and laundry facilities, and feature some fine home cookin'. Their commitment to making our stay comfortable was unparalleled in my experience.

Aubrey W. Miller, D.C.
Santa Cruz

Aubrey — Hell yes, the Delta is better than any Caribbean island! The only reason Northern California sailors ever go to the Caribbean is to help the poor folks down there pick up stuff the hurricanes have blown down or to have a look at the French girls sunbathing topless.

By the way, if you're ever again stumped trying to find "cool" water in Northern California, give us a shout. The Coast Cruiser tells us he's got a couple of secret spots where the water never gets too warm.

⇓⇑FASTER AND CHEAPER THAN FACTORY SERVICE

The letter from Kathryn Weiss in the September issue stated that she had successful repairs done on her Combi units in Seattle as an alternative to factory repairs. There is yet another good solution to such problems.

The Combi depthsounder/knotmeter on our boat failed some time back (the depth indicator was intermittent). I took it to a local retail sales/repair store for service. They kept it for a month before coming to the conclusion that "the (printed circuit) board isn't worth trouble-shooting; advise customer to replace his PCB". The estimated cost was $450 plus $40 labor.

Given the price, I decided to try a local entrepreneur. I found one, Ion Electronics, through an ad on page 174 of the August issue of *Latitude 38*. The technician *came down to our boat* to check the units, harness, transducer and battery supply. He then took the units to the shop for further tests and found two problems, one of which was on the PCB that supposedly 'wasn't worth trouble-shooting'. Ion fixed them both problems in less than a week for $180 — and guaranteed their work!

Was the repair successful? You bet! For a shakedown, we sailed to the Delta for three days and didn't go aground once — which as *Latitude* can attest, ain't easy.

Erwin Gove
Orinda

Erwin — Thanks for taking the time to write your 'good guy' letter; we want our readers to know about service like that.

⇓⇑SWAN SONG ABOUT SWAN ISLAND

All of the recent discussion regarding Swan Island has compelled me to add my two cents worth by relaying our experience.

In November of 1988, my husband and I sailed our boat *Cat's*

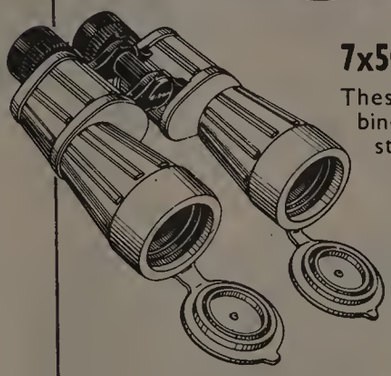
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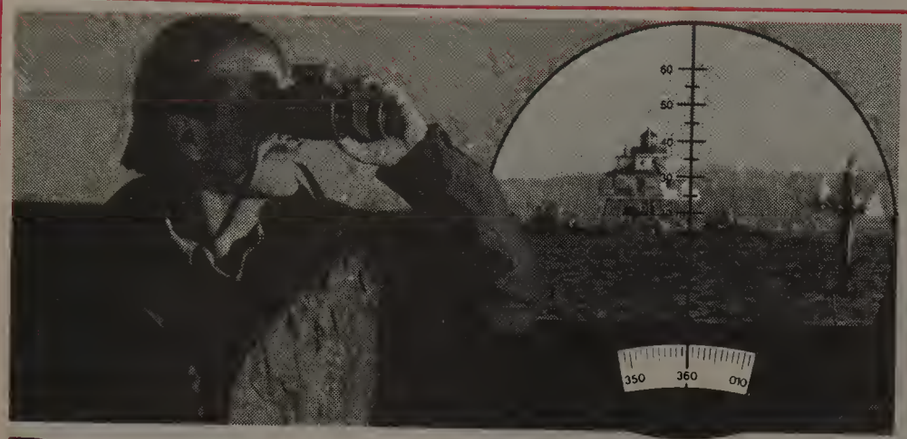
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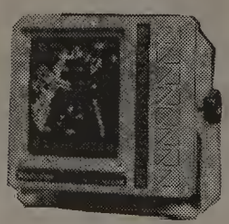
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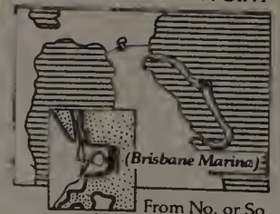
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Cradle by Swan Island on our way to Florida from Panama. We intentionally steered a course which brought us within a few miles of the island in case we wanted to anchor for a night's sleep. As it turned out, we were sailing along beautifully, the weather was clear, and so we kept on going.

As we passed by the island, which was in plain view, a *friendly* woman's voice called us on the VHF and asked our intentions. We told her we were on our way to Florida. She asked if everything was all right and whether we required any assistance.

When we told her we were fine, she indicated that we were *not* welcome to stop. And then she wished us a safe trip. As I said earlier, we had already decided not to stop. My point is that we were given the distinct impression that if we had needed to stop, we could have.

I'm not saying those other cruisers didn't have bad experiences there. I don't know, although I *do* know that reports from the 'cruiser's grapevine' have a tendency to get exaggerated. Whatever the case, let it be known that our experience with Swan Island was not a bad one.

Gisele Katz
Cat's Cradle
Alameda

Readers — We've had all we can take on Swan Island! The next two places we want remembrances about are Ahe in the Tuamotus (we already have some contributions) and the Chagos Archipelago (these will presumably be harder to come by) in the Indian Ocean.

⇓⇑A STRANGE REQUEST

This may seem like a strange request, but I need the help of your readers as well as yourself and staff.

I am in the process of writing a fun book called *The Duct Tape Book*. Subject: the many uses of duct tape. I need ideas that are both practical as well as jury-rigged on marine, aviation, automotive, home, office, gaffers — any use that anyone has found for duct tape. If I use someone's idea, I will include their name in the book.

P.S. I have missed *Latitude* for the last 8-10 years. I used to have a marine maintenance business at Pier 39 (Northpoint Yacht Maintenance) and advertised in your publication a number of times. I built up a pretty good clientele in the Bay Area before passing the business on to my partner Earl Brown, so I could head to Florida. Somehow I ended up in Tortola, British Virgin Islands running West Indies Yacht Charters. I loved the weather, sailing and tranquility, but after years of older boats in the fleet and the change in tax laws, the Fort Lauderdale-based operation had to close down in Tortola.

I have just recently moved back to California with hopes of starting another marine business and just wanted all my old friends to know that I'm back. By the way, anyone wishing information on sailing in the Virgins can contact me.

Donald Olsen
732 W. Imperial Ave #31
El Segundo, CA 90245
(213) 322-3818

⇓⇑SHED SOME LIGHT

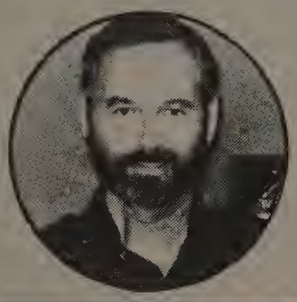
Can you or your readers shed any light on two questions relative to rigging and hull integrity?

First, the rigging. Are masts that are deck-stepped more likely to come down in a blow than those that are stepped on the keel? While smaller boats usually have deck-stepped masts, I have seen boats up to 36-feet be deck-stepped.

Second question: Is a hull that 'oil-cans' in heavy seas structurally weak? It's disconcerting sitting in the V-berth watching and listening to the hull flex in heavy weather — but perhaps that's

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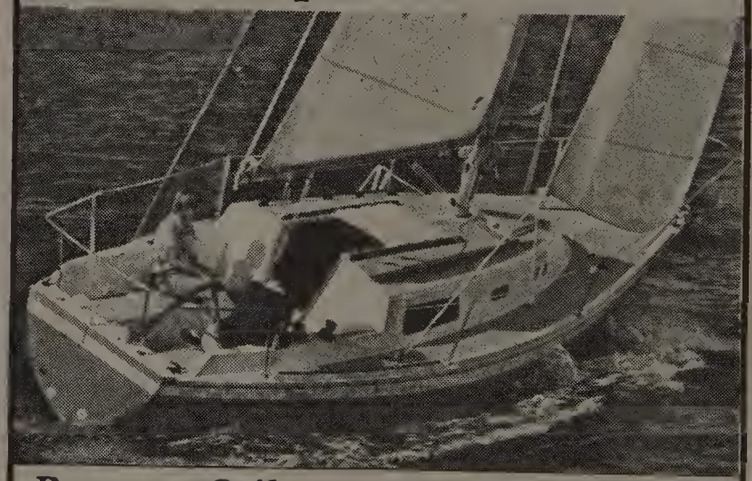
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LETTERS

normal.

Great rag. I read it cover to cover every month.

Doug Kahle
Pleasant Hill

Doug — A couple of good questions.

Here's what Richard Henderson says about stepping masts in Understanding Rigs and Rigging: *"Apparently not everyone realizes that keel stepping adds greatly to the strength of the mast. I once had an argument with an architect who insisted that his deck-stepped mast would be no stronger if it were keel-stepped. The fact is, however, that a mast with considerable bury and that is held at the partners will be a lot stiffer, more resistant to pumping in a seaway, and easier to keep in column (thus avoiding risky compression bending) as compared to a mast that sits on the deck or cabintop. For this reason I prefer keel-stepping on moderate to large boats, especially ones that sail offshore."*

Before anybody with deck-stepped masts gets too bent out of shape, most mast failures are caused by poor tuning or mechanical failures; very, very few mast failures can be attributed to the fact that the masts are deck-stepped. And, there are many boats, including some very large ones with tabernacle-steps, that have sailed all over the globe in terrible weather without losing their sticks. Westsail 32s, Ericson 35 MKIIs and Halberg-Rassy 42s are just a few that come to mind. Big O *has a pretty tall deck-stepped mizzen without a proper headstay; it's still standing after 13 Atlantic crossings and lots of bad weather.*

Indeed, a much more common problem with deck-stepped masts is compression damage to whatever is holding the mast up. Cheoy Lee Offshore 40s had problems with cabin top compression, Irwin 65 mizzens are notorious for crushing the bulkhead that holds them up, and John Sprouse's deck-stepped Farr 46 reportedly had to drop out of this year's Pacific Cup with similar problems. This is something that needs to be carefully watched on any deck-stepped boat.

While 'oil canning' certainly doesn't increase the structural integrity of a hull, it's not necessarily the end of the world. Lots of good boats, particularly those with large relatively flat areas, oil can. A couple of weeks ago we were talking with Hans Vielhauer, who has raced his Cal 40 Chaparral *to Hawaii twice singlehanded and once with crew. Not liking the 'oil canning' of the hull, he had some stringers put in, which eliminated the problem.*

Exactly how serious a problem 'oil canning' is depends on the boat and the use she's expected to see. If you're going to sail offshore quite a bit, you should probably consult with a marine surveyor to determine what, if anything, needs to be done to lessen or eliminate the problem.

⇓⇑WE GOT FOUR BAGS

Your response to Bill Steagall's September letter requesting clothes and gifts for Mexican children this Christmas was quite moving. Consequently, we decided to get four bags of used clothing together and will bring them to your office. We hope you can find a boat going south to put them on.

Garry & Marci Willis
Breezn
Marina del Rey

Garry & Marci — Thanks so much! We've received them and will make sure they get down to Mexico. It's a great cause that's so easy for all of us to support.

⇓⇑ARE YOU SURE YOU ARE RIGHT?

On Saturday, September 8, we sailed from Martinez to Berkeley aboard my sailboat *Isis*. At about 2 p.m., while off Paradise Cay, I looked back to see a tanker coming up behind us.

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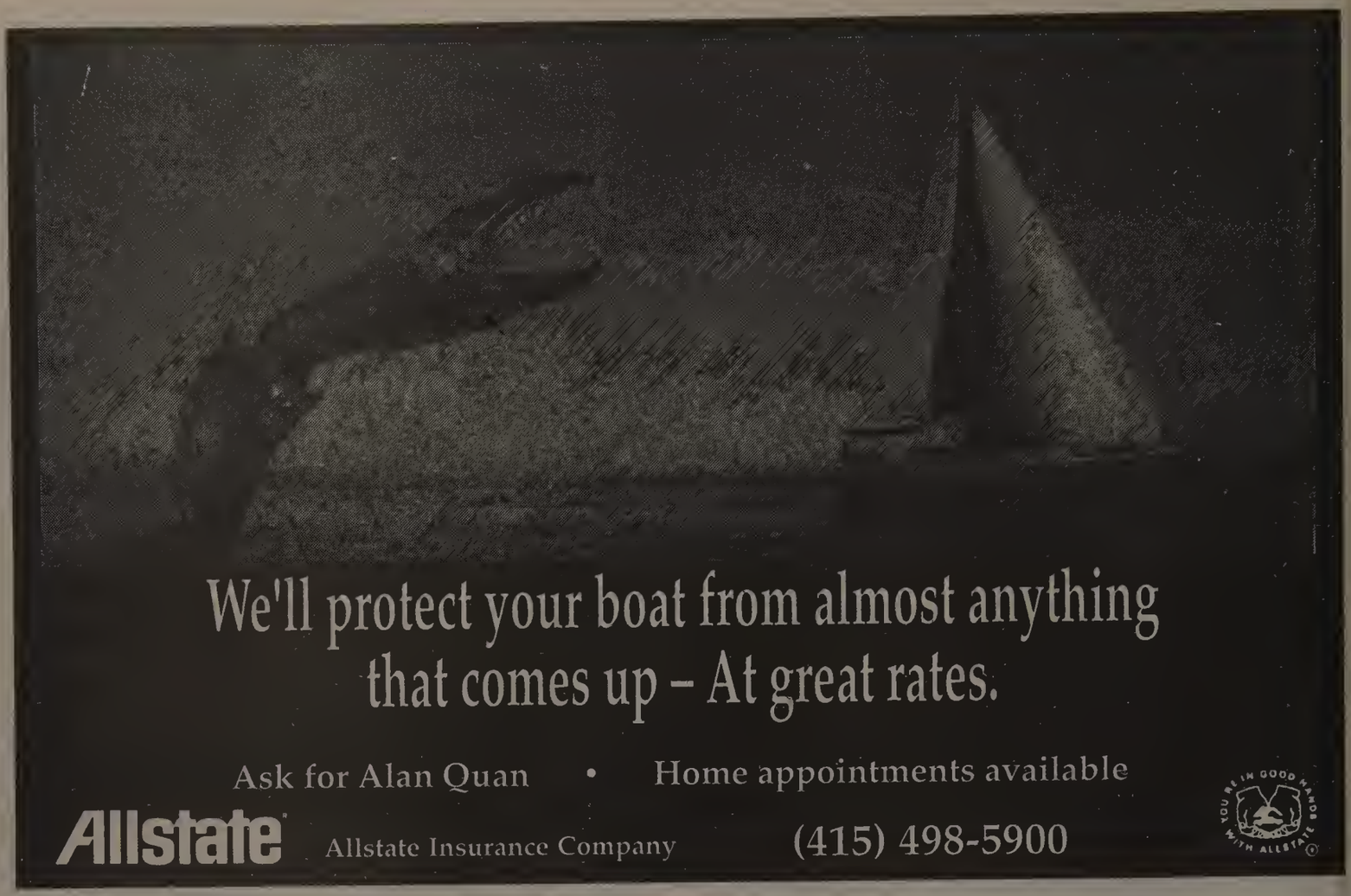
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LETTERS

I told my partner, "See that red marker #10? It marks the channel where the ship will go. We are out of the way."

She said, "But look at all those other boats becalmed on the other side of the marker. We're all alone over here. Are you sure you are right?"

Five minutes later the ship passed under the Richmond-San Rafael Bridge and noticeably turned right at us! Since I was watching the situation, I motored *into* the ship channel to get out of the ship's way. Within two minutes the *Exxon Baton Rouge* slipped past us at a good clip.

Ten minutes later, on Channel 13, the *Exxon* skipper told Vessel Traffic Service, "We were forced to leave the channel because of 100 pleasure boats sitting in the way." I recall the VTS response: "Oh really!"

How could so many boaters be asleep at once?

Steve Carr & Jo Dewhirst
Isis, Morgan 41

Steve & Jo — Maybe they'd all taken too much Dramamine. Seriously, recreational vessels are required to stay out of the path of commercial traffic. So please folks, let's stay awake out there and make it easy for others to avoid killing us.

⇓⇑I CAN'T FIND ONE CLOSE BY

Kudos on the September issue. I thought it was even better than usual — especially the *Mexican Primer*. Good stuff!

I also liked Craig Haggart's letter regarding 'Other Opinions' about particular boat designs. Since you suggested that readers interested in owner's opinions about certain designs should write in for feedback, I'll do just that. Does any local sailor own a version of Tom Colvin's *Gazelle*? There seems to be quite a few of them on the East Coast and up in Puget Sound, but I can't find one close by.

If anybody can help, please call me at (916) 354-2599.

Vinson Sumerlin
Rancho Murieta

⇓⇑DO THEY REALLY NEED TO BE REPAIRED?

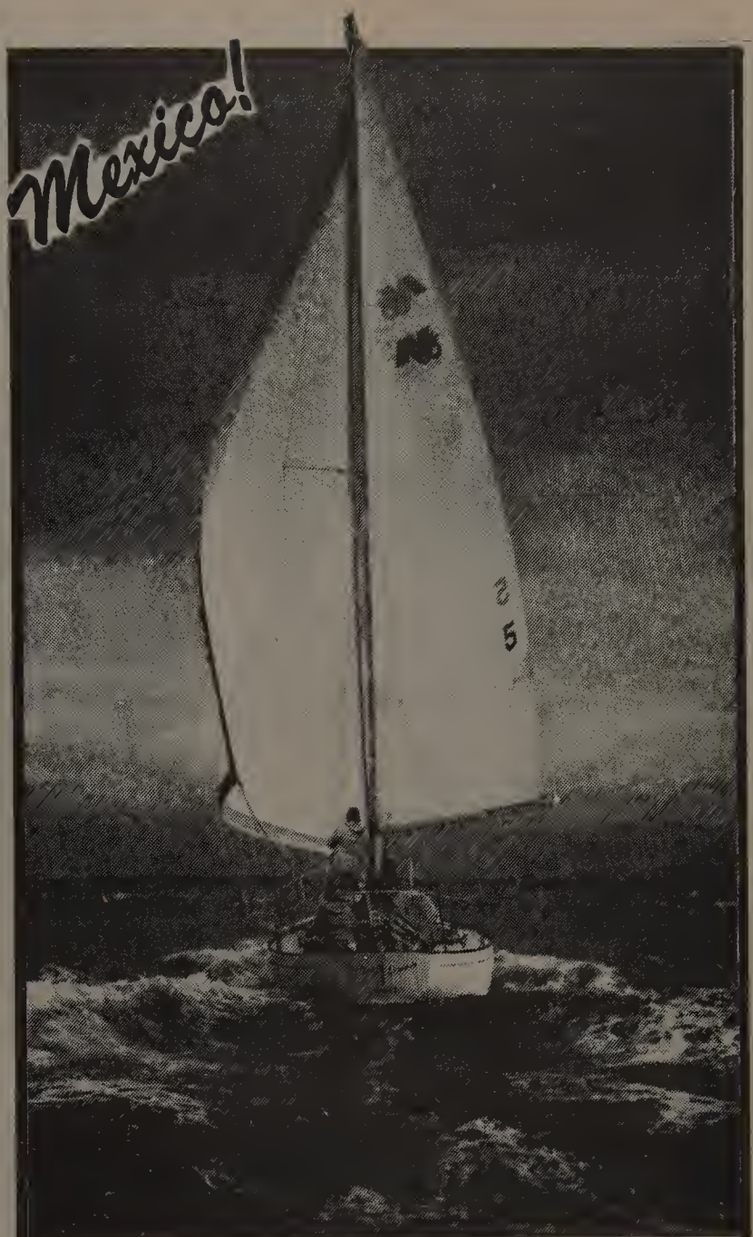
I have a question that may seem naive, but I've never seen answered. The question is: Do you really need to have hull blisters repaired? A person's first reaction to this is probably: "Of course you do."

However, I have done some very informal research with boatyard people and have come found opinions that would seem to argue the point.

First, no boat repairman I talked to could ever remember seeing a blister that had gone beyond being unsightly and had progressed to the point where it caused a loss of hull integrity. I'm not implying that it's never happened, just that it's far less common than we have been led to believe by people who might profit from it.

Second, many common methods of blister repair are no better than the blister itself, and are possibly worse. Much of this is due to the fact that hulls aren't properly dried out for the required period of time, which can be as much as several months. Also, quite often hulls are not adequately stripped before a barrier coat is applied. Thus the problem is now hidden, which might be even more dangerous because the hull looks to be in good shape, giving the owner a false sense of security. Plus, it's almost assured that the blisters will return in a year or two. The result is wasted effort and expense with no improvement in safety or hull integrity.

My informal opinion and conclusion from all this has been that although looking unsightly and menacing, blisters are harmless, nothing more than a tremendous boon to the boat repair business. Meanwhile, we boaters are being taken for an expensive and useless ride. At the most, it seems, we should keep an eye on blisters as we would a mole on our skin. This can be done during



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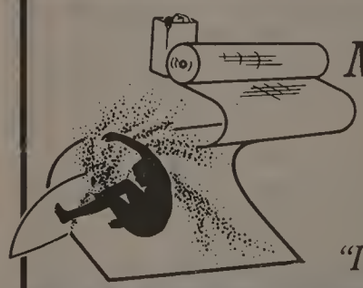


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the scheduled anti-fouling paint applications which we do every other year or so. If a mole seems to be getting cancerous, we should have it excised, otherwise it can and should be left alone. The same, I think, goes for hull blisters.

All the articles about blisters that I have ever seen in magazines skip over this point and only describe how a blister is formed and how to fix it. A whole industry has evolved and profited handsomely around this problem. The bottom line is that no magazine article or boatyard mechanic has ever been able to adequately explain why I should spend several thousand dollars to fix what I perceive to only be a cosmetic problem. A hidden one at that, considering they are all underwater.

What do you think and what has been your experience? How about an article on this subject or a response from your readers? I am more than willing to admit that I could be wrong.

Thomas W. Story
Oakley, CA

Thomas — We don't think hull blisters are an industry conspiracy to gouge boatowners, nor do we think they are a cause for hysteria. Our own personal experience will perhaps best demonstrate how we feel.

Latitude 38 *owns two sailboats.* Little O *is an ultralight Olson 30 which has a hull that is constructed of a two thin layers of fiberglass that sandwich a core of end-grain balsa.* Big O *is an Ocean 71 with a hull made of a very thick solid laminate that is reinforced with steel stringers. Two more different hulls you couldn't find.*

About three years ago, a few very small blisters appeared on the hull of Little O. *We had them cleaned out and a barrier coat applied to the whole bottom. We really hadn't been concerned about it, but decided to give it the treatment for two reasons: 1. the bottom of an Olson 30 is so small it really wasn't that expensive, and 2. a soggy balsa core is a terrible thing, and with just a thin laminate keeping the ocean from getting to it, we didn't want to run a risk that water might get through. Since the boat is often trailer sailed, we've been able to regularly check the bottom. It looks fine.*

When we bought Big O *in 1987, she had a number of blisters on her hull, none that deep, but all of them deeper than any found on* Little O. *The captain cleaned them out, filled them with micro-balloons, and painted them over. Given how overbuilt the hull is, we figured there was absolutely no point in throwing money at it until; 1. the blisters got much deeper, say half an inch, and 2. the chemical industry had another five years or so to come up with even better products and techniques to protect blisters from reforming.*

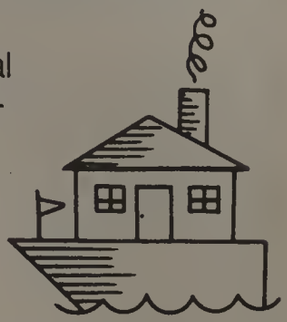
During the next few years a couple of more blisters appeared, none of them any deeper than the others. Not really concerned, we nonetheless stopped by one of Northern California's busiest and most professional boatyards and asked the manager, a fellow whose knowledge of boats we have tremendous respect for, whether he thought we should be worried and how much such a blister job would cost. He said he wouldn't worry about it or do anything about it until such time as the blisters were rampant and got quite deep, because; 1. a blister job would cost about $20,000 for such a big boat, and 2. because he and his yard weren't about to guarantee that such a blister job would prevent new ones from appearing. "If I were you," he said in conclusion, "I wouldn't worry about it. When it comes time to sell the boat, knock $20,000 off the price and tell the new owner he can take care of it." This merely confirmed the course of action we had planned.

In our inexpert personal opinion, we thus think that hull blisters aren't the end of the world, and probably don't need immediate attention except in cases where they are deep and widespread, not necessarily in need of immediate attention. This belief does not, however, apply to cored boats with thin outer laminates.

We're anything but experts on the subject, however, and like

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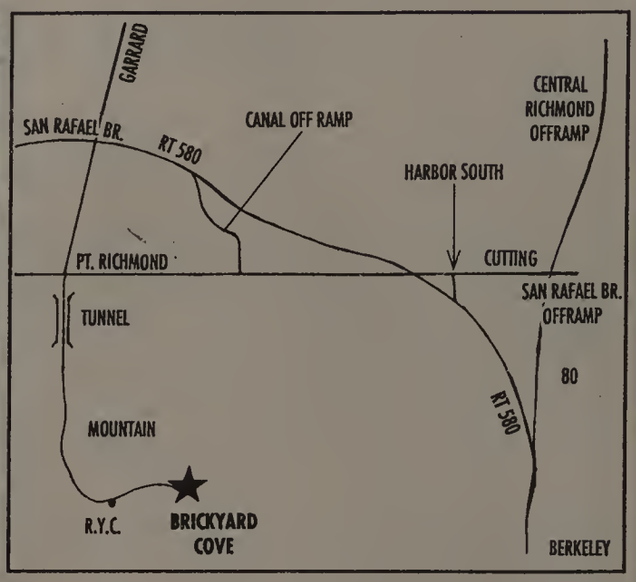
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LETTERS

you, Thomas, are more than willing to admit we could be wrong. Consequently, we'd like to know what the experts among our readership think.

While we're at it, does anybody out there know of a boat so badly weakened by blisters that it was no longer seaworthy? We've heard of a couple of reports, if we remember correctly all of them from Hawaii, where a surveyor or surveyors refused to give their blessing to some boats with blisters. This, it should be noted, does not necessarily mean the boats were unseaworthy, as some surveyors are most concerned with covering their ass from lawsuits. For instance, we once had a surveyor who noted in his survey that he "couldn't be certain that the standing rigging would not fail". Since remedying the problem would cost more than $1,000 we asked him if there was any reason to think it might fail. "No," he said covering his ass as completely as possible, "I just can't guarantee they won't." He couldn't guarantee the sun would rise the next morning either. Naturally the insurance company made us replace the rigging.

All this doesn't exactly answer your question, for which we are most apologetic.

⇓⇑KUWAITI ANCHORS

On a recent business trip to Kuwait, some friends invited me to join them for an afternoon of fishing and swimming. As my friend and captain Khalid crawled to the bow of his 22-footer to dig out the anchor, I thought it would be interesting to see what they use for a hook so far from West Marine stores.

But I wasn't prepared for what he pulled out. The anchor was tear-drop shaped with a barb on the end. Apparently, such an anchor lies flat on the sandy sea bed and creates suction between the anchor and the bottom.

Khalid says these types of anchors are used by all small craft in Kuwait, and that they are very reliable. When it was time to haul in



RUSS YEAGER

Anchors aweigh! Two views of the Kuwaiti 'tear-drop' anchor.

the anchor, we manuevered the boat right above it and gave a good pull to break the hook free.

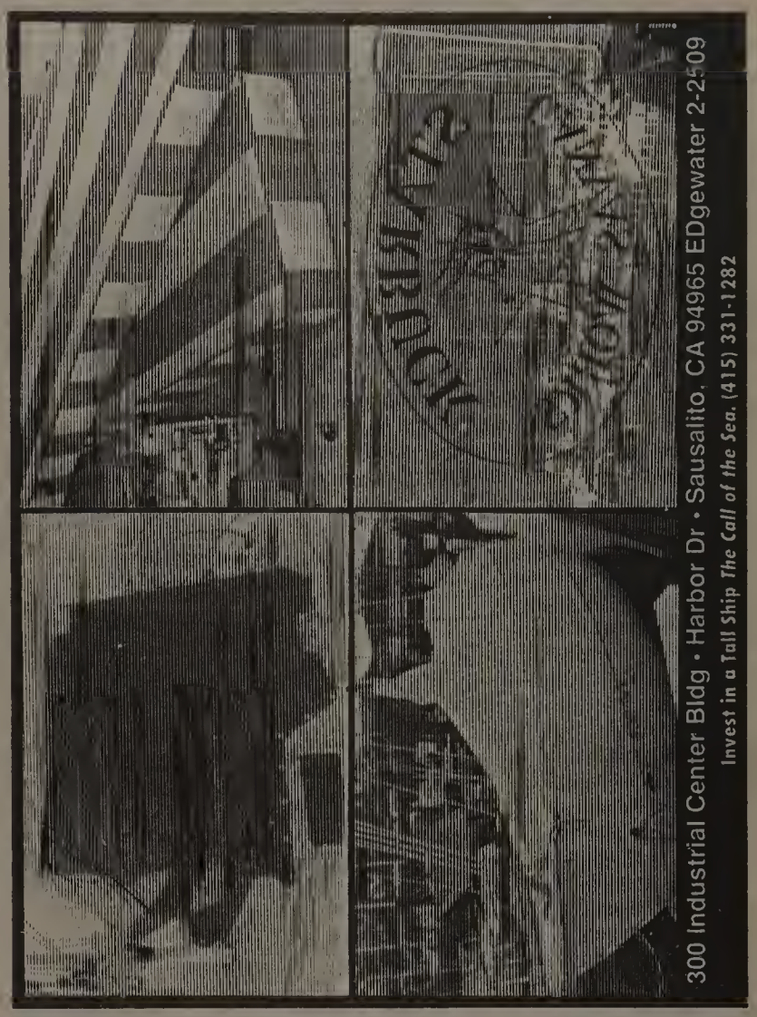
Interesting, no?

Russ Yeager
Skylark
Sausalito

Russ — It was no doubt more interesting at the time — which was before the invasion of Kuwait. We hope you, Khalid and your Kuwaiti friends are still alive and well.

⇓⇑$150,000 AND NO SENSE

I read with some interest the *Incredible Lightness of Being*



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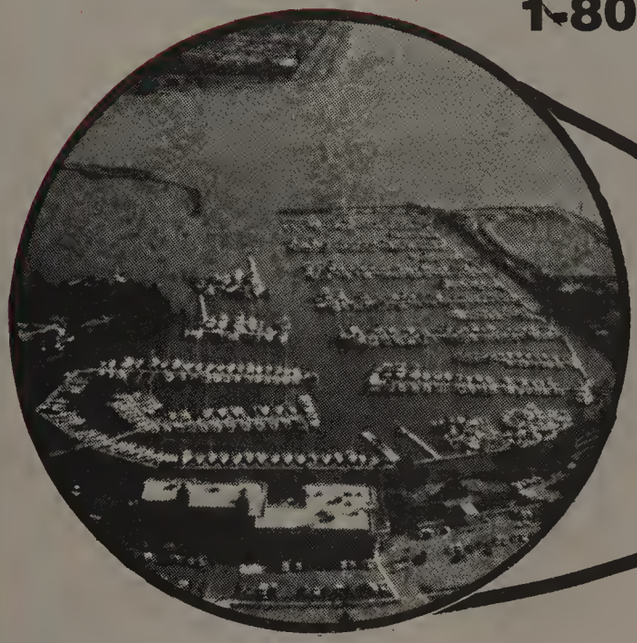
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LETTERS

article on the Newland 368 design (August, page 88). But I'm not too sure what is so great about this design.

I own a 51-year old 30 Square Meter boat that is 43 feet overall with seven foot of beam. Although she's built of mahogany on oak with steel frames, she displaces 6,160 pounds — less than the Newland wonder machine. And she's not what you'd call hi-tech.

A 30 Square Meter boat will not go as fast downwind as the Newland, but with a 400 square foot small chute and 323 square feet of working sail, she'll do about 11 knots. Enough speed to cause some excitement.

This new 37 footer, costing in excess of $150,000, is no design breakthrough. My boat is not prone to broaching the way IOR designs are; she sails upwind extremely well, which IOR boats do not; and has considerably less sail area, requiring just four crew to race. She sure as hell looks better and could be built of fiberglass for about $35,000.

Common sense has departed the yachting scene. Paint jobs now cost more than the designer's fee. Ugly, unseaworthy designs, large crew requirements, poor handling and excessive expense to build and sail are the hallmarks of today's boats. Adequate ends, lateral plane, sufficient and properly placed ballast, and manageable rigs have left the water in the search for speed. While speed is a worthy objective, it's not the only one. If the contraption shown in the August issue, page 92, is the future of the pastime, I will take up mowing the lawn for pleasure.

Gary Rice
Vim
San Mateo

⇓⇑AVILA BEACH AND PORT SAN LUIS ARE REALLY UNIQUE

In your *Mexico Primer* article in the September issue you wrote: "Port San Luis is just around the corner from Morro Bay, but since it's not exactly a garden spot of the California coast, you might opt for the 60 mile passage to Point Conception".

All of us here at the San Luis YC, located at Port San Luis, take great exception to your evaluation. Not only is it possible to sail into the anchorage — when you'd have to risk life and boat trying to enter Morro Bay — but we also have guest moorings ready and waiting for the weary and wind-blown sailor.

Avila Beach, which is adjacent to the guest moorings, is often described as a Laguna Beach of 30 years ago. It is a nostalgic if not downright fascinating place. But the bodies on the beach — Avila is the best tanning beach for a hundred miles in either direction — are anything but out of date. You don't see as many tourists on the streets here shopping for shells and t-shirts with seagulls printed on them, but you do have a young and exciting crowd ready to party and help a sailor with a broken boat.

Port San Luis, by the way, has haul-out facilities *where you can work on your own boat*. Try that at Morro Bay.

Avila Beach and Port San Luis are two of the really unique spots on the coast. Don't lead you readers astray.

Ray Belknap
Commodore, San Luis Sailing Club
Avila Beach

Ray — There's no two ways about it, we did you folks wrong, and we apologize for it. What happened was that remembered some complaints about the water taxi service at Port San Luis and remember the whole area from one drippy wet day we spent there. But since you've prompted us to review the mental files, we now recall a whole different impression of the place. Port San Luis may not be a garden spot, but it does have a rough-hewn charm. And Avila Beach, just as you claim, is like a Southern California beach town from the 50s, albeit a little cooler. Yes, southbounders ought to give Port San Luis and Avila Beach a try.

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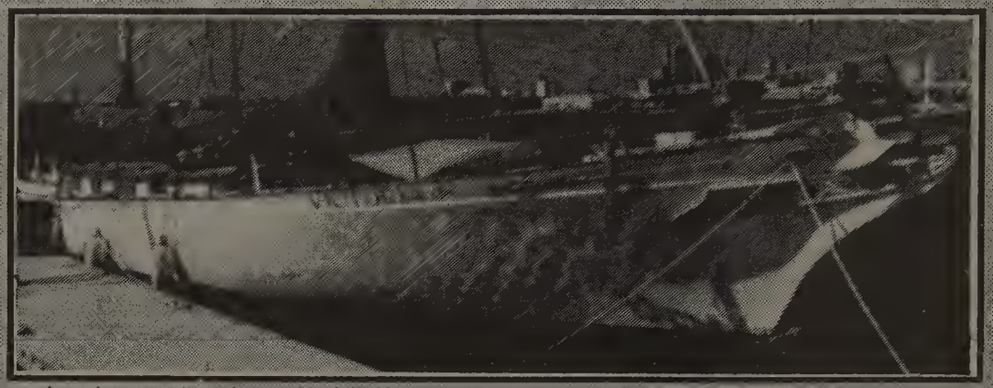
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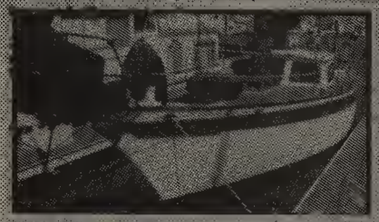
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90' HERRESHOFF, 1974	650,000	36' CATALINA, 1987	71,327	• 30' BABA, 1983	54,500	29' ERICSON, 1972	19,500	• 27' HUNTER, 1980	20,000
44' PETERSON, 1975	120,000	• 36' PEARSON, 1985	79,500	30' CATALINA, 1984	35,000	27' CATALINA, 1976	11,500	26' COLUMBIA, 1965	7,000
42' CHEOY LEE CLIPPER, 1971	88,000	35' ERICSON, 1975	39,500	• 30' CORONADO, 1970	15,000	• 27' CATALINA, 1977	14,900	26' MIRAGE 2700, 1980	16,500
38' CATALINA, 1983	45,000	• 33' TARTAN, 1982	52,500	• 30' NEWPORT MARK III, 1977	27,500	27' CATALINA, 1977	13,500	26' RANGER, 1983	12,200
38' HANS CHRISTIAN, 1980	104,000	• 32' ERICSON, 1977	29,500	• 30' PEARSON, 1985	48,000	27' CATALINA, 1974	12,800	25' O'DAY, 1980	Offers
• 36' MORGAN, 1974	44,900	32' PEARSON VANGUARD, 1965	27,000	• 29' C&C, 1986	54,000	• 27' CATALINA, 1986	24,900	• 23' PEARSON, 1983	9,950
36' CATALINA, 1983	57,000	32' WESTSAIL, 1972	57,000	29' ERICSON, 1971	28,950	• 27' ERICSON, 1979	Offers		

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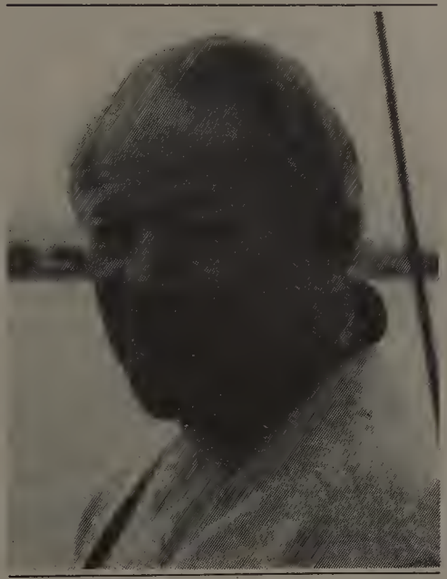
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LOOSE LIPS



Farewell to a friend.

George Knab, 63, cast off on his final voyage September 7, the victim of a heart attack. A colorful East Bay local who was active in sailing for more than 50 years, George was one of the original founders and participants — with his 25-ft Monk sloop *Cumulus* —. in MORC (Midget Ocean Racing Conference). Later, George restored the classic 59-ft topsail schooner *Sea Runner*, which now sails out of San Diego.

George was perhaps best known, though, as both an accomplished delivery skipper and a sought-after builder of El Toro dinghies. In the former persuasion, he moved both power and sailboats up and down the coast and all around the Pacific. His biggest adventure came during a 1981 delivery from San Francisco to Perth, Australia. The rudder on *Gulphin*, the 35-ft wooden gaffer he and sailing companion Jacque Wells were delivering broke and the tail end of a typhoon drove the boat onto the infamous reef (62 boats lost since the end of World War II) surrounding Russell Island, a desolate stretch of sand and coral off New Guinea. With no hope of saving the boat — "The main hole was big enough to walk through," says Jacque — the pair threw as much gear as they could salvage into the hard dinghy and hopped into one of those cheapo Montgomery Ward inflatables they'd picked up for 50 bucks at a flea market before leaving. They intended to make for the island, but instead the wind and current swept them back out to sea, where they spent nine more days, drifting 120 miles before being rescued.

Though no tales quite that hair-raising grew out of George Knab Custom Fiberglass, quite a few 'Tito Toros by George' (Knab bought the molds from Tito Rivera) went out the door in its 20 years of operation. A master craftsman in fiberglass, George also did repairs and custom work.

George was a gentleman and friend, loved and respected by all who knew him. He is survived by his best friend, sailing partner and confidant, Jacque Wells — and the host of friends, cronies and admirers (often indistinguishable from one another) who liked to drop by the Blanding Avenue shop where the coffee was always hot and the tales always tall.

— dave case

Plans of the planet walker.

In recognition of the death of a friend and an oil spill in the Bay, both of which occurred within weeks of one another in 1971, John Francis made two vows: He would shun motor vehicles to explore lifestyles more in harmony with the environment, and he would not speak. By means of sign language and writing, John went on to earn a master's degree in environmental studies, and walked several thousand miles across the country in support of world peace and environmental causes.

Francis, now 44, began talking again on last April's Earth Day. Among plans he discussed are continuing his earth stewardship pilgrimage around the world — on a sailboat.

Foreign relations.

Switzerland's federal economic counselor Jean-Pascal Delamuraz and his family took the long way home after talks with President Bush

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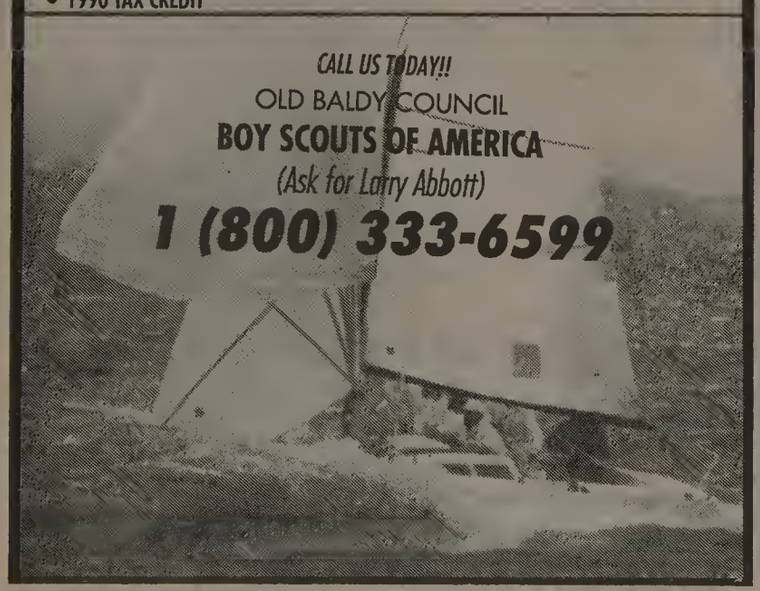
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LOOSE LIPS

in Washington, D.C. last month. They stopped in the Bay Area to enjoy, among other things, a sail. Delamuraz, who's also served as President of Switzerland (Swiss president aren't allowed to leave the country), hooked up with Treasure Island YC commodore Bob Becker, taking the helm of his *Mistral* for the grand tour of a windy Bay, which included a stopover in Angel Island for lunch. Becker reports Delamuraz quickly showed his sailing savvy by charging past a like-sized 40-footer, thereby 'earning' the crew their celebratory champagne. Writing in TIYC's monthly newsletter, Bob says he's pretty sure Delamuraz and his family had a good time: "He kept exclaiming repeatedly how absolutely magnificent sailing is on San Francisco Bay." We'd say Switzerland has something the U.S. could use more of — some pretty perceptive goverment leaders.

For a good time, call 331-E222.

"Hi guys, I'm sitting here all alone, thinking about how *good* you looked this weekend..." This has got to be one of those 976-two-dollars-a-minute type deals, right?

Nahhhh, it's just the local Etchells 22 fleet's hotline, a free service that lets anyone who cares know about their latest weekend race results, upcoming class functions, or anything else that a very sensuous-sounding female voice feels like talking about. The message changes after every weekend, and according to fleet captain Vito Bialla, the phone rings off the hook all Monday morning. "We get lots of calls from Southern California, and some from as far away as Connecticut," claims Bialla.

"She's got a real fan club now, but honestly, no one knows who this 'mystery woman' is," lies Vito shamelessly. "She's gotten out of hand a few times, and a bunch of our wives have demanded that we tone her down or get rid of her." Which, in our estimation, means she may be available for other class hotlines — an idea we think is terrific.

Sailmaker shuffle, cont'd.

Last month it was 'strike three' for the local UK sail loft. Proprietor Tim Parsons — one of the good guys in the sport — closed down the ill-fated franchise, just as Dee Smith and then Dave Westwood did before him. Tim reports that he's happy in his new job at North Sails, and that his former customers may call him there for service or repairs.

Coast Guard Hotline.

Remember a few months back when we announced that the Coast Guard was going to set up a toll-free number boaters could call who had questions and complaints about boardings? Well, even if you don't, they have. The number is (800) 368-5647. If you want to talk to a live body, you have to call between 8 and 4 Eastern time.

"No taxation without representation."

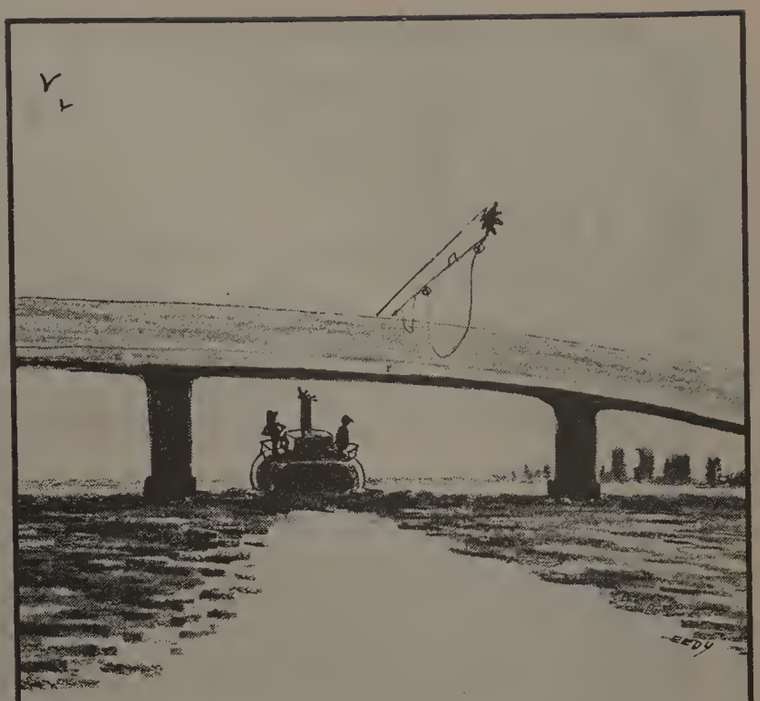
"Didn't we used to believe in that?" writes BOAT/US President Richard Swartz about May's sudden jacking up of FCC/VHF radio licenses to $35. "What was remarkable about it was that it appears to have been a closed-door decision made by a handful of people — no public hearings were held, as is normal legislative procedure. And, after this decision was made, the FCC license fee and numerous other fees were simply buried in a 400-page budget bill and passed by Congress late in the year."

Incidentally, none of the $40 million raised by this 'user fee' will be used to improve services to mariners.

Do tell.

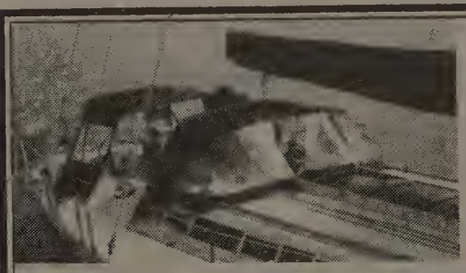
"The trend for [marine] advertisers seems to be away from big national magazines and toward the small regionals — magazines like *Latitude 38* in California. . . ."

So reports *Wooden Boat* magazine.



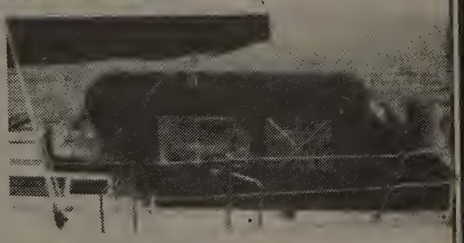
"Nice going. I certainly hope you're insured with Zeblick-Frisbee."

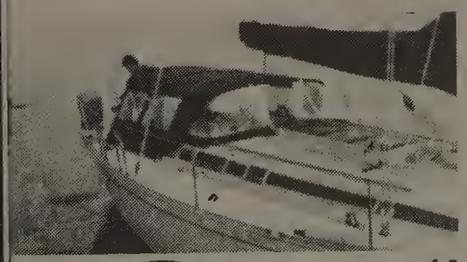
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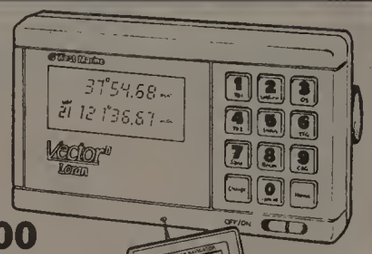
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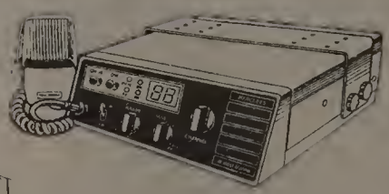
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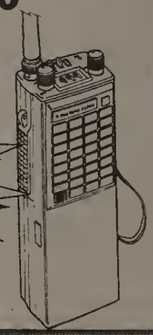


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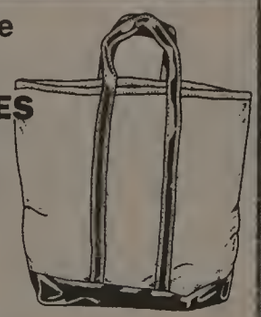




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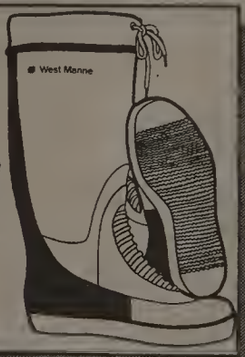
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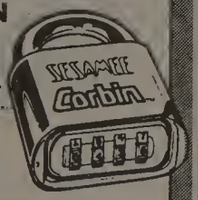
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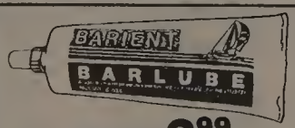
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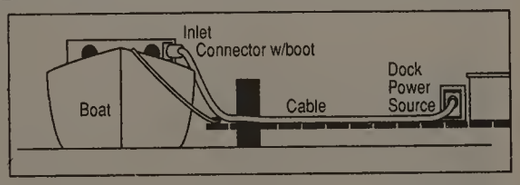
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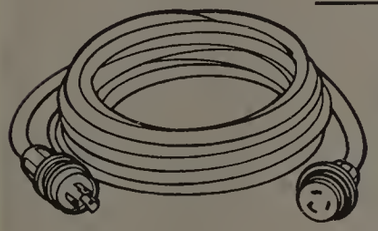
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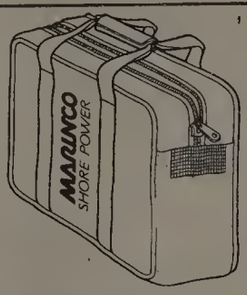
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timing is everything

No, the picture at right was not taken during this year's Big Boat Series (it's a file shot of the 50s *Tomahawk* and *Carat* at the '87 BBS), which is as good a way as any to segue into the bad news: You're not going to find any coverage of the premier West Coast regatta of 1990 anywhere in this issue. The good news is that we will treat you to the biggest, splashiest coverage of the 'Series ever in our November issue. Well, at least to us it's good news — we'll actually get to enjoy the event for a change, rather than run around like idiots doing our usual blitzkrieg coverage.

Here's the thing: to get the magazine to our outlets by the first, we have to go to the printer the third week of every month. Since the Big Boat Series has traditionally also taken place the third week of September, to cover it we literally had to do the whole magazine, leaving those 6 or 8 pages blank, and then rush around the last few days of the regatta, burning film by the case and midnight oil by the 55-gallon drum to get the article done. We were (almost) always proud of how it turned out, not to mention of the timeliness with which we got it into your hot little hands — you knew who did what to who — and how and why — practically before the boats had even dried off.

That said, we know a lot of you couldn't care less what goes on behind the scenes as long as we deliver. May the acid from our ulcers disfigure your children. What can we say: this year, the shortened BBS (from a week to four days) began two days after we put this baby to bed. So if you're looking for anything definitive on the 1990 BBS, you'll just have to wait a month, like you have to for all the big slicks anyway.

As for us, we reiterate with enthusiasm that we're looking forward to actually *enjoying* the series. Various members of the staff are even going to be able to sail in it without facing immediate termination or worse (in the past, trying to sail in *and* cover it was a lot worse). And next month when the rains return and the wildfires are back in the fireplaces where they belong, you and we can both sit back and relive a bit of this all-too-short summer with *Latitude*'s coverage of the 1990 Big Boat Series — and hopefully all live longer, happier lives for having done so.

smoke on the water — and everywhere else

On Monday, September 17, workers were dismantling an unused building at the old Santa Fe sugar-loading dock in Richmond when a stray spark from a cutting torch apparently ignited the creosote-laden dock and pilings below. The resulting fire burned from about 9:30 that night until about 1:30 the next day, when the fireboat *San Francisco Guardian* was finally called in to do what landbound fire crews couldn't — put the damn thing out. Sizzling hot creosote, which at its flashpoint behaves much like gasoline, either kept reigniting the fire after it was thought to be out, or kept the fire going around, under and between the dock where firemen couldn't get at it.

The long-dormant sugar loading facility — the 'sugar ship' used to bring the condiment down from the C&H refinery in Crockett to waiting trains — wasn't the only one to suffer, though. Several nearby marine businesses incurred as yet undetermined amounts of damage from 'fallout' from the fire.

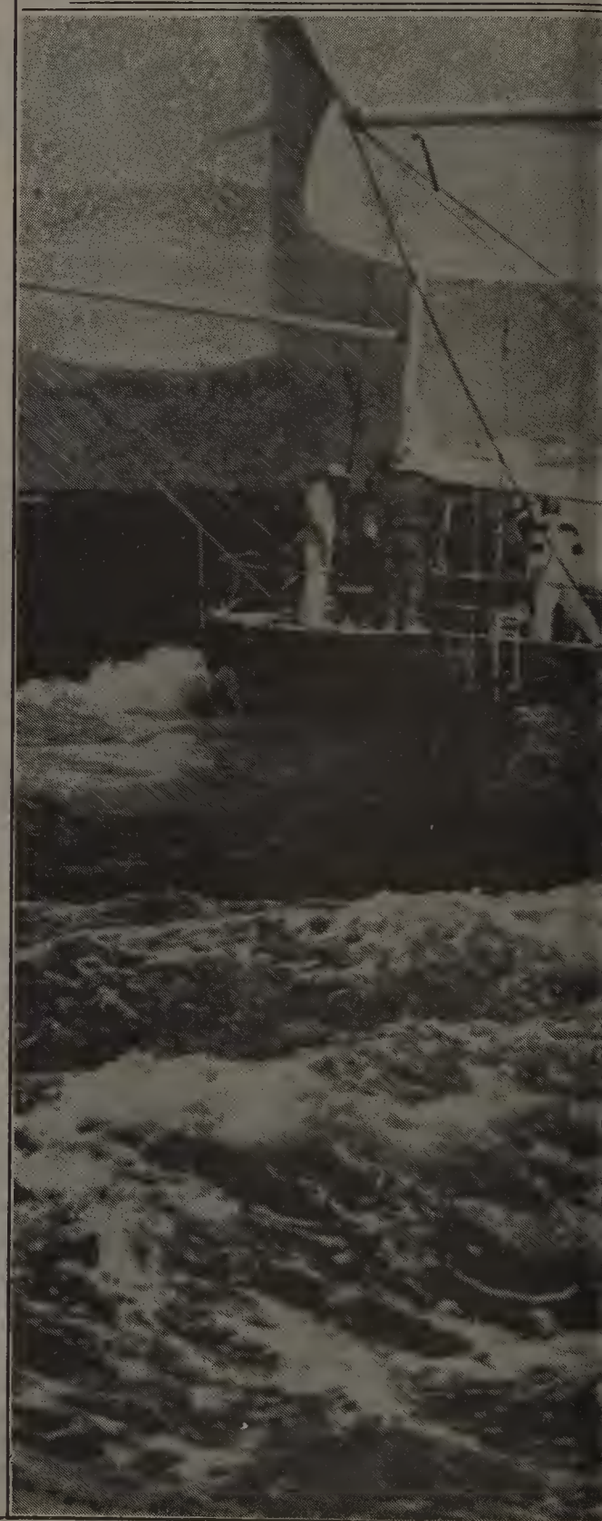
"The creosote gets in the smoke and settles out on whatever it touches," says Rowena Harlander, president of Cal Coast Marine, located across the Santa Fe Channel and directly downwind from the fire. At this writing, virtually everything in the yard, on the docks and even around her nearby home is covered with the sticky, smelly residue. It's saturated and likely ruined expensive dodgers, covers and thousands of feet of running rigging. And the cleanable stuff is going to take time and bucks. The yard (and other Richmond yards that were also affected when the wind shifted) are currently in the process of trying to determine who's responsible.

Cal Coast was hardly just a passive victim, though. "We fought the fire from when it started about 9:30 that night until about 12:30," says Harlander. Armed with flashlights, breathing masks and six or seven hoses going full time, a half-dozen people including CC personnel, Ray from Karl's Marine and Nick from the gas dock doused boats, rigging and docks in the fire's downwind

cont'd next sightings page

twist

It was the third leg of the first race of September's windy Swan Regatta. In about 25 knots of breeze, Bill Chapman's *Bones VIII* had just rounded Harding Rock and trimmed up for the reach over to Blossom. The jib was up and the crew was in the process of dropping the masthead spinnaker on the big Swan 47 when a gust came through and ripped it out of the gatherers' hands. Just before it cracked full to leeward, the steel sheet took a turn around crewman Steve Trimble's seaboot.



of fate

"I've broken bones before, but this is the most painful thing I've ever experienced," says Steve, still talking from a hospital bed a day short of two weeks after the accident. "It spun me around 180 degrees and tried to drag me off the boat. I hung on to the boat and some other crew held onto me. I can't thank them enough, either; if I'd have gone in the water I don't think I would have made it."

Other crew immediately started

cont'd center of next sightings page

smoke on the water — cont'd

path. In addition to hot ashes drifting over onto dodgers and the like, smoking pilings and other flotsam would often drift over and reignite around the yard or (yikes!) near the gas dock. (Valves to the main tanks ashore were turned off to lessen the risk of removing Richmond's boatyard row from the map.)

"This was worse than the big oil spill of years ago," says Rowena. (Oddly enough, that was caused by the 'sugar ship' sheering off some crude-oil pipeline). "At least that didn't get all over everything ashore. This creosote even killed all the flowers. People who live around here, including liveaboards, say their homes, cars, even clothes reek of the stuff."

At this writing, several days after the fire, officials of any kind are conspicuously absent from the scene, which prompted the comment "I smell

cont'd next sightings page



LATITUDE/RICHARD

smoke on the water — cont'd

more than smoke" from one local who asked to remain anonymous.

Fortunately, no people were injured seriously in the fire (though Nick broke a couple of ribs when he slipped on the slick docks). And the situation was not without its humorous moments.

"I always wondered what I'd look like with black hair," says Harlander. "Now I know — and, hey, it's not too bad!"

paying the piper — bay area boatyards face new pollution control standards

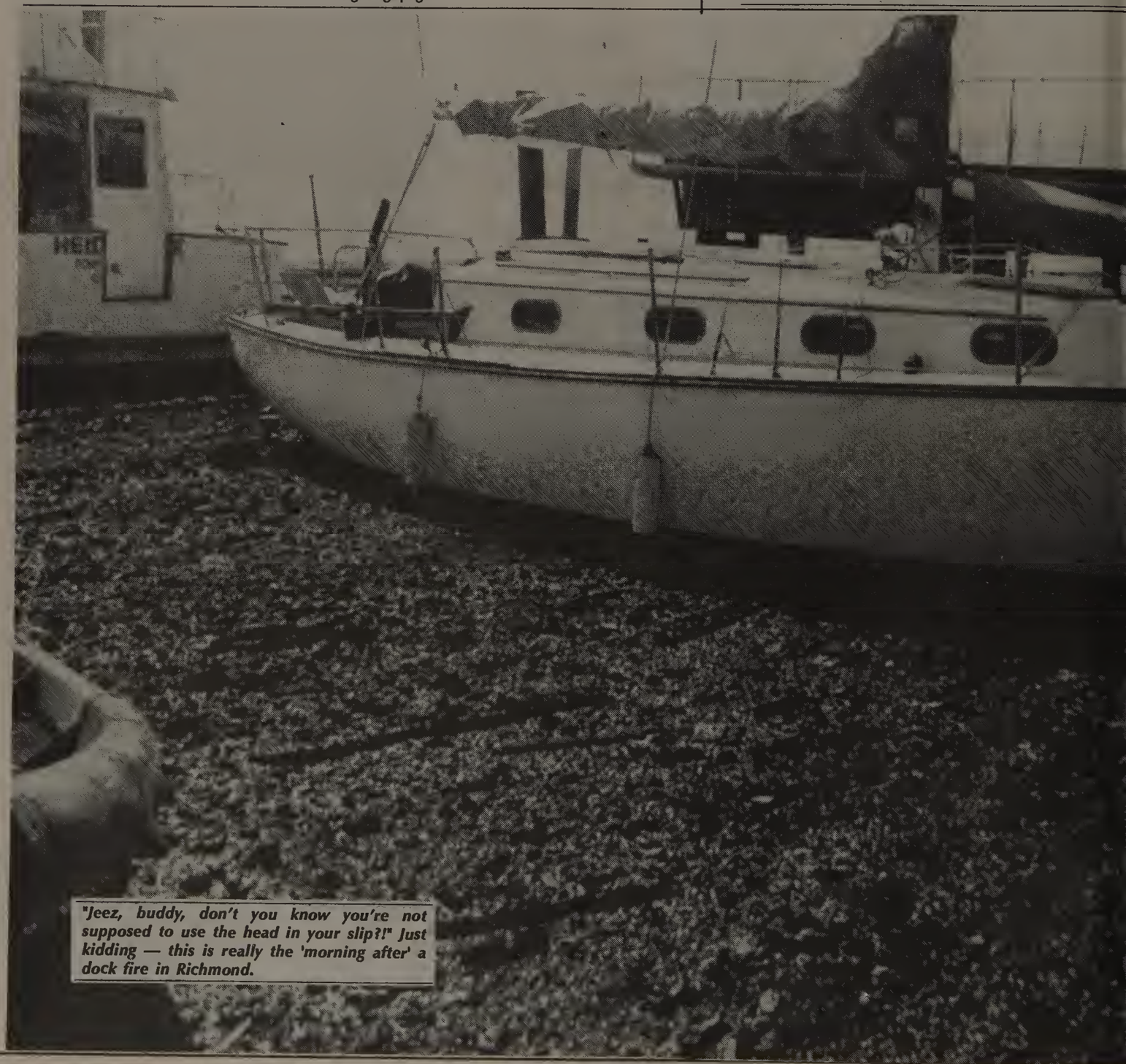
If fears of recession, inflation and desert wars aren't enough to foul your mood, here's something that might: haulout and yard work prices are likely to rise in the near future. And no, amazingly enough it has nothing to do with the

cont'd next sightings page

twist of fate

scrambling around to free Steve's foot without causing further injury, but almost everything they tried seemed to put more pressure on the wire. Seconds later, the problem solved itself when the sheet ripped his boot off.

Bones VIII called a passing Coast Guard cutter which transferred two medics aboard in the lee of Alcatraz. They monitored vital signs and gave oxygen to Trimble, who was now in shock, while Chapman put the pedal to the metal for the San Francisco Marina. An ambulance took over from there, transferring the injured sailor to Pacific



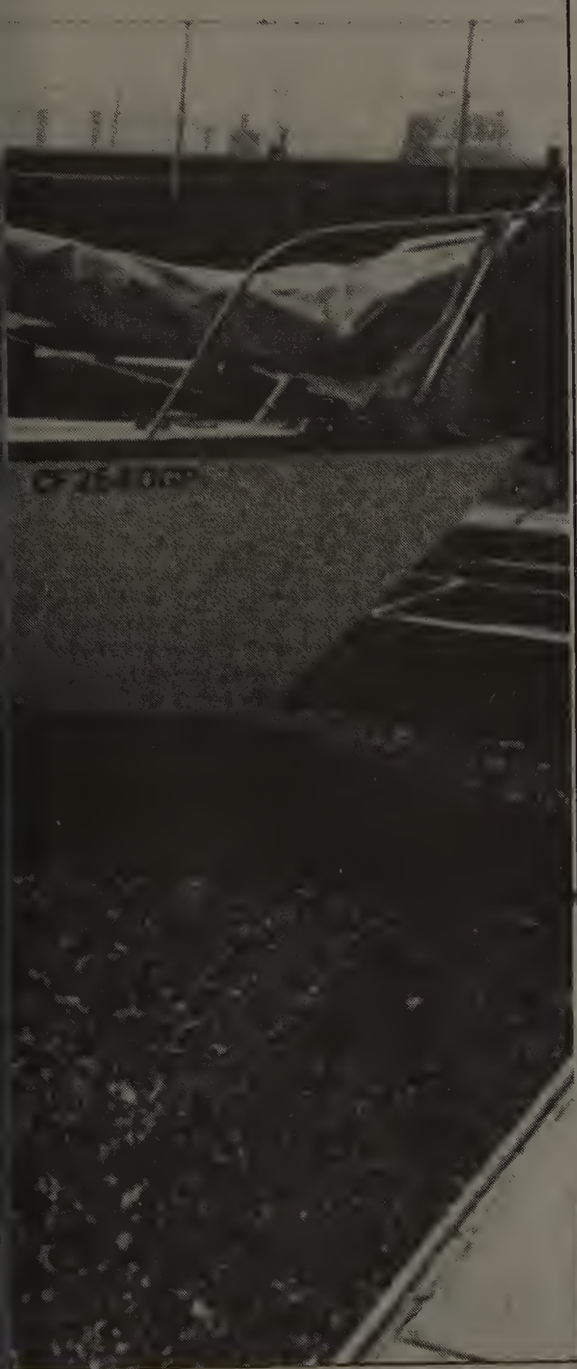
"Jeez, buddy, don't you know you're not supposed to use the head in your slip?!" Just kidding — this is really the 'morning after' a dock fire in Richmond.

— cont'd

Presbyterian Hospital.

Doctors were shocked at the amount of damage: all five bones in the arch area of Steve's right foot were broken, and the scraping of the sheet imparted third degree burns to the surrounding skin — through the boot! They later commented that had he not been wearing seaboots, he wouldn't now have a right foot. "As it was, one doctor told me that I *had* amputated my foot; the only thing holding it on was the skin," says Steve. It's worth a plug to note that the boots were made by Romika.

cont'd center of next sightings page



LATITUDE/JOHN ARNDT

paying the piper — cont'd

hijinks of Saddam Hussein or poor housing starts. In short, it's time to pay the piper for years of depositing bottom paint and other boatyard residue into the Bay.

When you get your boat hauled and the yard blasts off the old bottom paint to get ready for a new coat, more often than not the residue of that process ends up back in the water. Unfortunately, the paint sediment alone is filled



Ray Balcom gets down (up?) to the nitty gritty.

with lead, zinc, copper, chromium and different types of organotin. The main culprit in the last group is tributyltin (TBT), which was banned from use in bottom paints for most recreational craft in 1988. But plenty of it is still sitting on the bottom of harbors and estuaries around the Bay.

And it's not only the paint residue that's toxic. So is the blasting grit, which is made from copper slag trucked down from Canada. And so, even, are the 'infected' organisms that are blasted off!

All of the above are bad news for marine life. Fish exposed to a recent sample of water taken from a 'hot zone' near Oyster Point died within only eight hours according to Ray Balcom of the California Regional Water Quality Control Board in Oakland. (That's Ray in the picture, standing next to a pile of sediment taken from the intertidal area at a Bay Area boatyard. The pile represents the amount of residue generated by blasting the bottom of just one barge!) Add to this the fact that boatyards on calm backwaters don't have the tidal action necessary to disperse the toxics — so they just build up over time, intensifying the problem.

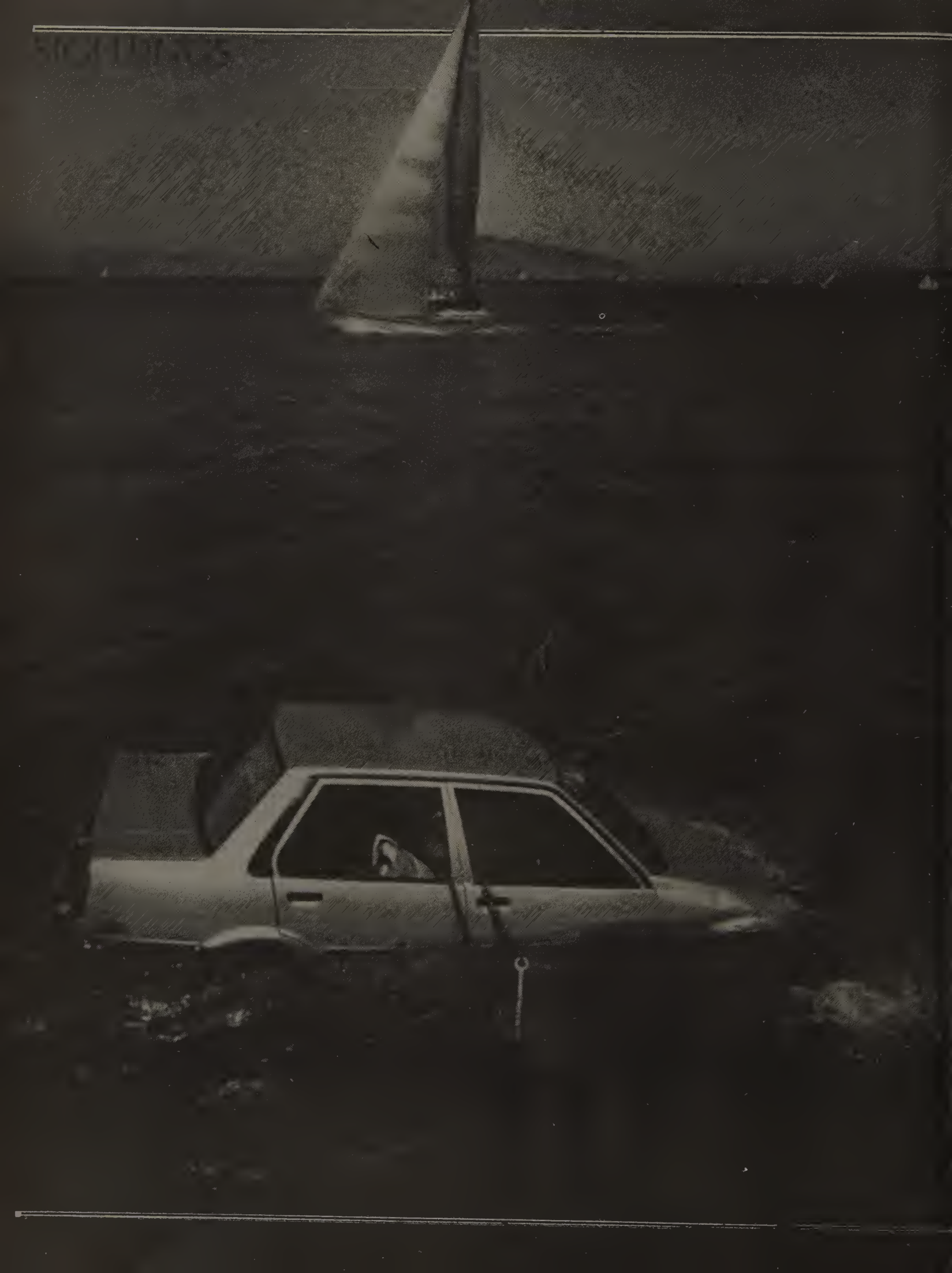
According to Northern California Marine Association administrative director MK, there have been laws on the books against this type of pollution for years. California's Porter-Cologne Act, in fact, went into effect in 1970 and was a model for the Federal Government's Clean Water Act of 1972.

In recent years, agencies like the Environmental Protection Agency and the State Water Quality Control Board have tried to focus on 'point sources' of pollution like sewer pipes and oil refinery discharges. Now they're beginning to look at non-point sources, which include storm drains — and boatyards.

For the past year, the boatyard issue has been focused on San Diego and Los Angeles, where high levels of toxicity were found. In January, Ray Balcom and others in the San Francisco Bay region (which includes both the Bay and Delta) have begun working on complaints filed against local boatyards.

Some of these complaints have emanated from BayKeeper, the Bay and Delta watchdog group that patrols local waters looking for violations. Executive director Mike Herz, a longtime sailor himself, says he's reported sightings of bottom paint-laden waste from all over the Bay to the Regional Water Quality Control Board. He contends that there has to be a way to comply with the cleanup regulations without going out of business. He also notes that the boatyards are also the middlemen in the equation — they don't produce the stuff, they just remove and apply it. The bigger issue is how to

cont'd next sightings page



twist of fate — cont'd

Initially, there were fears he might lose at least a couple of toes before all the patching was done, but at this writing, everything is still attached and healing nicely. Steve is expected to make a full recovery, though he'll have to stay off the foot for six months before even beginning physical therapy. He still faces removal of the five steel pins holding the bones in place, and some more skin grafting to repair the burn damage. He remains optimistic, though, and hopes to be off 'injured reserve' and back at his regular crew slot aboard *Bones VIII* by next season.

In looking back at the incident, Steve says, "It was just one of those things. We've done that same maneuver hundreds and hundreds of times with no problem. And this happened so fast, I don't think there's anything that could have been done differently to prevent it. I was just in the wrong place at the wrong time. It sure brought home what tremendous forces are at work on a big boat, though.

"Actually, I feel lucky. The crew on *Bones*, the Coast Guard and the doctors that patched me up were all super, and I'm really grateful. If it weren't for all of them, this whole deal could have come out a lot worse."

first volvo, then audi — now this!

In an effort to bolster interest in organized racing, and at the same time alleviate the parking problems around yacht clubs, a new program called 'Bay/Ocean Occupied Buoy System' is being tried out in the Bay Area. Basically, it involves using cars owned by race participants as marks.

"I think it's a great idea," says reknowned rockstar Hiram Gunn. (But let's face it, he says that about anything these days if you shove a beer in his face. Hiram thinks the proposed invasion of Iraq is a 'great' idea because "I'm tired of them monopolizing the world camel market".)

More credible proponents cite increased visibility ("Especially at night with the brights on"), comfort for on-the-water judges (who will now 'occupy' marks), and a new dimension in scoring — if your car sinks during a race, for example, your boat has to do an immediate 720.

The driving skills of Ted Kennedy are said to have inspired the idea. Nevertheless, early trials, such as the one pictured here, have received enthusiastic response. Says one organizer, "Once racers see BOOBS in action, they won't want anything else!"

paying the piper — cont'd

prevent further contamination — i.e., figure out how the next generation of bottom paint will get the job done without causing more havoc.

Until that solution is found, there are two problems to address. One is stopping any more pollution, which means creating barriers, screens and/or catch pools for the sediment that's blasted off boat bottoms. The other is cleaning up the harmful sediment that's accumulated around boatyards, which probably means dredging.

Bill Bodle of the Stone Boat Yard in Alameda says they had the foresight — or blind luck — to include provisions for a settlement bowl and sediment treatment facility when they rebuilt their ways three years ago. They can catch the settlement and ship it off as hazardous waste. (The stuff can be used in roadbed, where it's bound up by asphalt and won't leech out.) They can also treat the water to make it suitable for return to the Bay.

Over at Richmond Boat Works, Mike Haley has poured 12.5 yards of concrete outside his marine railway to channel waste water into a sump. From there, it will be pumped into an evaporation pond. When the water dries off, the residue will be taken to an authorized dump site. Haley's major headache comes from the fact that in order for the dam to work, he has to haul boats at high tide and clean them at low tide, which makes for some very weird work hours for his crew. If he lets a boat sit too long and the bottom dries out, it takes that much more blasting to get the crud off.

If it was simply a matter of adding a procedure or two to the boatyards' regular work regimen, there'd likely be little controversy. Hardly anybody these days minds putting in a little extra effort to clean up the environment. But the bottom line here is that it's going to cost boatyards quite a bit of money — not only to comply with whatever cleanup system they adopt, but ongoing costs such as having the sediment hauled away. Bodle estimates he'll spend up to $300 per 50-gallon drum of sediment. Haley's been given estimates ranging from $200 to $1,000 per barrel. And guess who's going to pick up the tab? That's right, the man/woman in the mirror.

Other valid points made by concerned boatyard people:

* There are other, larger entities out there dumping toxics into the water who aren't scrutinized anywhere nearly as closely as boatyards. The military, for example. Last time a boat went in to test the waters off the Alameda Navy Base, they were detained and then shooed away. And then there's Silicon Valley. Citizens for a Better Environment, a California-based environmental group, reports that Silicon Valley industries dump up to 3.5 million pounds of pollutants — including the environmentally harmful metals mentioned above — each year.

* The ban on TBT applies only to boats under 65 feet, which means that big ships can (and do) still use it — and in much larger quantities than the pleasure boats on the Bay ever did.

* When he started working at Richmond Boat Works 19 years ago, Mike Haley says the water turned red when they cleaned bottoms. When the newer pressure washers came into use around 1975, they noticed the water was less affected and marine life began to return to the Richmond Channel. Now Mike says he'd swim in the water, and he fishes there with no problems.

"There's a misconception that boat owners all make lots of money, that they can afford it when boatyards have to start passing on these extra costs" says Mike. "But that's not the case. As for boatyards, the majority are small businesses. They don't have the $100,000 or whatever it takes for instant compliance just sitting around. And neither boaters nor boatyards can afford to hire lobbyists like the big companies do."

So far, says Bill Bodle, the relationships between most yard owners and the regulating agencies has been amicable. (One reason may be that San Diego yards tried to stonewall, but it didn't work.) Northern California yard owners hope to present a united front when they meet with representatives from the regulating agencies this month to discuss what must be done to comply with the law.

"The bottom line is that we *will* have to comply," says Bodle. "And it's going to have a powerful impact on boatyards."

— shimon van collie

'an' recovered

If you've ever wondered what a reef and surge can do to a boat, the accompanying photo should give you a pretty good indication. It's apparently all that's left of the Japanese Farr 40 *An*, which Kenwood Cup followers will know struck part of the reef off Molokai's Cape Halawa on August 7 and sank. Tragically, the accident claimed the life of Hisato Saikoh, one of the 14-member all-woman crew.

A salvage crew that went out the following day could find only pieces of the three-quarter million dollar boat, which sank in only 35 feet of water. Then, a week after the sinking, fishermen Tero Manaba and Richard Reed came across the aft half of *An*, shown here, floating about 15 miles from where the boat went down. It reportedly took the pair 39 hours to tow the wreckage to Kaunakakai Harbor, where it was unceremoniously dragged onto the dock with a forklift.

Reed reportedly bought what he towed in from the insurance company for an undisclosed amount. He plans to dismantle the parts, which include the engine, steering gear and most of the winches (one of which, you'll note, still has the winch handle in), for re-use.

(On a separate but obliquely related subject, the Nelson/Marek 68 Pandemonium *is due in the Hawaii area any day now. You may remember* Pando *as the big sled that lost her keel and capsized a year ago on the way back from Hawaii to San Francisco. She's since been sighted floating peacefully upside down by a container ship in mid-Pacific. Some quick calculations showed she was making about 4 miles a day to the west, which would put her in Hawaii this month or next. So if you're out and around the islands and you spot a big, white 'thing' bobbing around, it's probably not Moby Dick. If it's* Pando, *be sure to take some pictures and give us a call so we can end this strange saga.)*

son of crew list

Yacht clubs do it. Sailing schools do it. Other magazines do it. We're talking about crew lists similar to the two we run every year (see page 114 for our 1990 Mexico Only Crew List). We like to think we started the idea, but who cares — as long as it gets people out on the water, anybody can take credit who wants to. Crew list parties similar to the *soirees* we sponsor each spring and fall also seem to be growing in popularity. We've even heard of attempts to organize ongoing crew list rosters (such as one out of LA that advertises in our *Classy Classifieds*), a constantly evolving pool of crew and skippers that could be drawn upon at any time. Recently, we watched a crew list party in Vallejo evolve into one of these right before our eyes. It really caused us to stop and think about the future of what we'd wrought — or at least had a hand in 'wroughting'.

Consider some of the following (we told ourselves): The *Latitude 38* Crew List party is one of the most well-attended off-the-water sailing events in the Bay Area. We're talking wall-to-wall people. The Vallejo event, held at (but not sponsored by) the Vallejo YC, drew nearly 60 people who were willing to pay $8.50 a head for the chance to hook up with a skipper or crew. Many of the attendees hailed from Contra Costa County, due perhaps mainly to a feature article in the *Contra Costa Times* about the event. Though in the minority, San Francisco, Marin and Alameda Counties were also represented. During the proceedings, several skippers even had the courage (desperation?) to stand up in front of a crowded room of strangers and announce they needed someone to help them sail to Mexico, around the world, or even just up and down the Vallejo channel.

The message seemed to be that there are a lot of people out there who need to hook up with other people to go sailing — and who just can't wait for our Crew Lists to come out.

Organizer Lynne Orloff-Jones admits she organized the meeting for selfish reasons: she's getting divorced and her ex is getting the boat. What came out of the gathering was quite a bit more than a few people making new sailing contacts, though. Namely, this was a tangible drive for an ongoing 'Sailing Network' of which Lynne has reluctantly found herself in charge.

"I wouldn't mind doing the public relations work," she says, "but I'd like

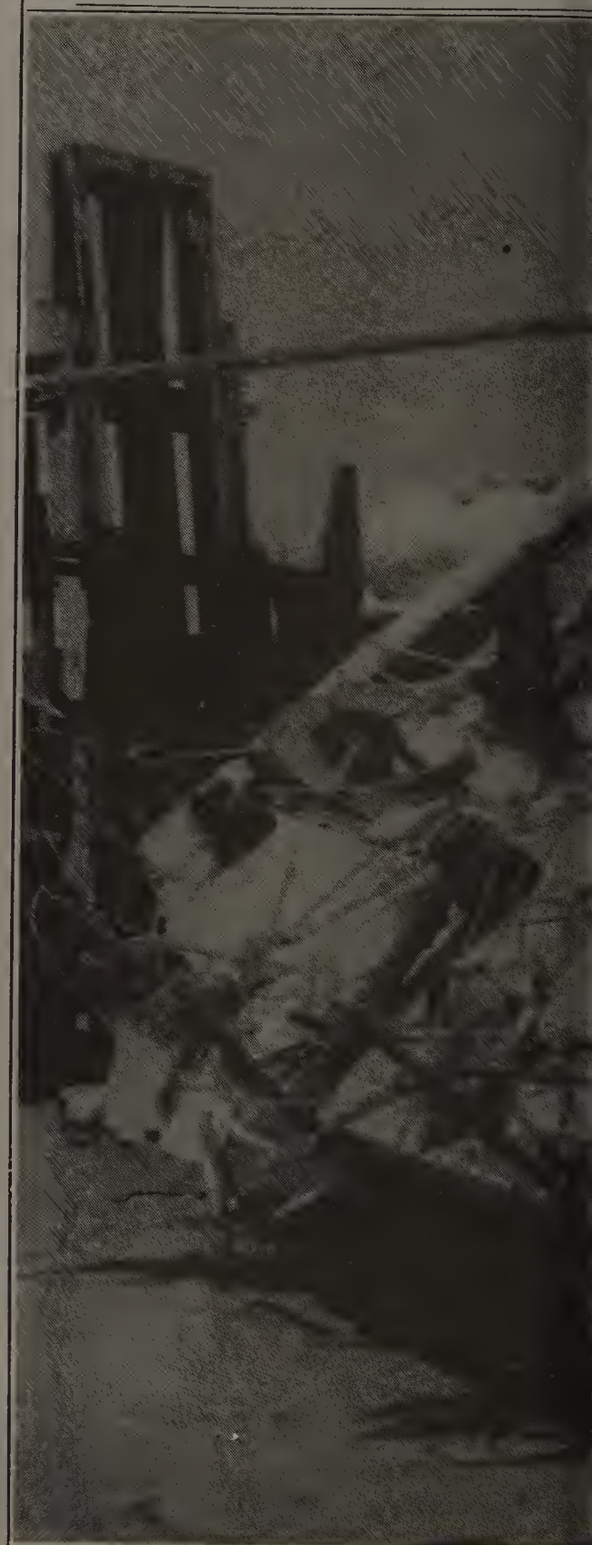
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up, up

We don't mean to sound prejudiced, but if you're a powerboater, you have to do something pretty 'out there' to get 'in here'. We are, after all, a *sailing* magazine.

Spencer Covey and his 40-ft trawler *Desperado* qualify. On Sunday, September 16, he came to the aid of a 'sailor' in distress. But not just any sailor — he rescued a balloonist!

All right, the notion that balloonists 'sail' the air currents may be a little 'out there'



and ahoy

itself, especially since they're totally at the mercy of the wind's whims. Suffice it to say the balloon pilot in this particular incident, Jerry Hoffman of San Francisco, had quite a different itinerary in mind when he took off from Tiburon that morning: his original destination was Livermore.

But flukey winds instead took him over San Francisco, Daly City, Brisbane — and then out over Candlestick Park where the

cont'd center of next sightings page

son of crew list — cont'd

someone to take over as chairperson and run the meetings."

The group's goal would be to foster connections between people who need each other to get out on the water. So far, future plans include a pot luck get together on November 14 at the Vallejo YC, followed by quarterly meetings. Also in the offing are a newsletter, and perhaps a group cruise on the Bay in the winter or spring. Meetings won't be restricted to Vallejo; that's just where it's easiest for Lynne to hold them at this point.

Do we feel jealous, challenged or threatened by this development? Are you kidding? We think it's a great idea whose time has come. If you feel the same, call Lynne Orloff-Jones for more information at (707) 557-4648.

— shimon van collie



GEORGE PEABODY

marine medicine 1990

Having been exposed directly and indirectly over the years to the sometimes shocking ignorance of even basic first aid procedures aboard boats, we've always been interested in furthering reader awareness about medical concerns at sea. Unfortunately, there appears to be an equally shocking lack of substantive instruction for us common folks on the subject. The one exception to this seemed to be UC San Diego's 'Marine Medicine' seminar, the first one of which was held last year. As we'd already heard good things about it from several people, we jumped at the chance for a writeup when we heard local sailor and occasional Latitude 38 *contributor Richard Leeds was going to attend this year's conference. Here's his report.*

Everything you ever wanted to know about everything you never wanted to think about — that's a quick way to summarize UC San Diego's second annual Marine Medicine conference that took place July 9 through 13 on the UCSD campus. And a lot of folks apparently want to know those 'unthinkables': more than 350 people from 29 states and Canada attended the 37 core presentations and participated in the 20 additional workshops. Faculty included 16 physicians, a veterinarian, a dentist and various other experts including an astronaut — about 35 people in all.

The first morning was devoted to defining and recognizing problems we encounter in boats — why accidents happen and to whom. It probably comes as no surprise that most boating accidents involve small, open boats; drinking and non-use of life jackets. Most fatalities result from capsizing or falling overboard; occur in colder water; and as many as two-thirds involve alcohol. A high percentage of men who drown are found with their flies open — a statistic to remember next time you consider taking a leak over the side.

A lot of time was spent on hypothermia, certainly a major concern in Northern California. More than just excessive cooling, hypothermia is multiple trauma to your body, affecting literally *every* organ and system. Among the important points to remember: 1) Out of the water is better than in — even sitting on top of a capsized boat on a cold, windy day will keep you warmer than if you stay in the water. 2) If you must stay in the water, assume a 'fetal' position (officially known as HELP — 'heat escape lessening posture'). This will protect the important center of your body from further heat loss. 3) Use a hat or hood, because as much as 50% of heat loss occurs through the head. 4) Huddle with other people when possible. Compared to swimming or treading water, these techniques will double your survival time.

When rescuing a hypothermia victim, treat him/her tenderly. *Gently* remove all wet clothing, apply *mild* warmth to the head, neck and central body (including sides and groin) and get the person to a doctor as quickly as possible. Don't rub, massage or give any alcohol.

As with most lectures, this one was given by a sailor, who also happened to be a physician and a Captain in the Coast Guard. As such, much of his information was geared to a smaller cruiser's needs and limitations, including information and recommendations that could be applied in real-life situations where hospitals and sophisticated equipment are not available. To underscore the seminar, a videotape was shown of the rescue attempts in the aftermath of that Air Florida crash into the Potomac River a few years ago.

A lecturer whose name all sailors should recognize is John Rousmaniere, a prolific writer whose *Annapolis Book of Seamanship* has become one of the bibles to our sport. An excellent speaker and very nice guy, John spoke several times, primarily on the topic of safety. He used numerous 'war stories' to illustrate his points, several of which were from the infamous 1979 Fastnet Race in which he competed (and wrote about in another book, *Fastnet, Force 10*). During one lecture, he pointed out that the three most prevalent problems aboard sailboats are hypothermia, debilitating seasickness and head injuries. (Beyond rudimentary stabilization and making the person comfortable as possible, head injuries cannot be treated aboard a boat. Arrange the quickest possible trip to a shoreside hospital.) The fourth and fifth major problems are alcohol abuse and 'a macho attitude'. He used the following illustrations to drive home some of these points.

* Rushed and ill-considered departures can be deadly. An example is sailing into a known storm just because you 'have to be back for work on Monday'.

cont'd next sightings page

up, up and away — cont'd

49ers were about to play the Redskins. He decided trying to put the three-story-tall balloon down on the playing field somehow wasn't such a good idea — and the parking lot didn't look much better. "There were so many barbeques going I thought they'd have roasted my balloon," he says.

Low on fuel (canisters of propane that inject hot air into the balloon as needed to make it rise), he continued drifting out over the Bay — an even worse place to end up. So he descended and hailed a passing motorboat, which happened to belong to the hero of our story. It took a few tries for Covey to get a towline to the balloon, whose basket is a pretty small target, but once it was attached, they had an uneventful trip into Coyote Point was uneventful. There, Hoffman landed on the lawn without incident — unless you count the fact that the police came down and got his pilot and registration numbers for the FAA. They plan to investigate whether or not the balloonist violated restricted air space.

Our thanks to Spencer Covey for that display of responsible air. . . er, . . . seamanship. A Roving Reporter T-Shirt is in the mail. And we just might make a 'sailor' out of him yet: we understand Hoffman has offered his rescuer a free balloon ride — to wherever the wind blows.

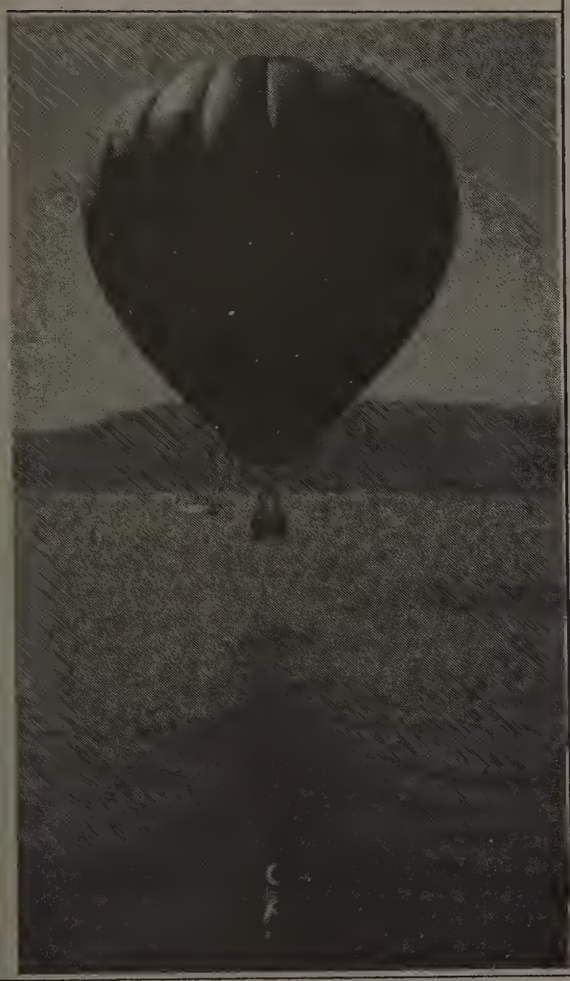
'kialoa II'

After more than a year away, Frank Robben's well-traveled yawl *Kialoa II* sailed back under the Golden Gate on September 14, 32 days out of Yokosuka, Japan.

You may recall that the 73-ft *Kialoa* left the Bay Area shortly after she was featured as the April '89 'Boat of the Month'. In June of last year, Frank raced her from Hawaii to Japan in the first running of the Hiroshima Cup. Oddly, that light-air race took 30 days, nearly as long to go half the distance as his nonstop run home to San Francisco from the land of the rising sun.

In between, Frank, a physicist, took a temporary job with the giant Nissan Corporation, helping them analyze among other things exactly how the flame burns inside a gasoline engine's cylinder. *Kialoa II*, meanwhile, sat idle in Pusan, Korea, at the thoroughly modern sailing complex built for the '88 Olympics. Plans to live aboard while he worked in Tokyo fizzled, as no nearby berths could be had.

Earlier this year, Frank did manage to get in three weeks of family cruising in Japan's Inland Sea, an area he describes as



COURTESY SPENCER COVEY

returns

"very scenic, unspoiled — and absolutely devoid of cruising boats."

"It's quite large, about 200 miles long — and consists of hundreds of islands. There's lots of commercial traffic but no cruising boats. At some of the fishing villages we anchored off of, I was told we were the first cruising boat ever to visit."

In a sense, *Kialoa II* made the decision to return to the Bay Area. She was getting sorely in need of fresh paint and other maintenance that, Frank soon discovered, is very expensive in that area of Asia (The sail to Korea was specifically to search out cheaper prices, but he didn't find any). "It turned out the cheapest place to work on the boat was right here!" he says. Naturally, it's also nice being back among family and friends.

The sail from Japan was a good one. Interestingly, Frank picked up three of the nine-man, no-women crew (a first for the boat in the six years he's owned her) via a mention in *Latitude 38*, and reports their personalities couldn't have been more

cont'd center of next sightings page

marine medicine — cont'd

* As a partial corollary, many crews and boats were unprepared for the extremely heavy weather that was forecast for the '79 Fastnet, yet sailed anyway. Once they were in trouble, there was no way out.

* When that storm did come, the chain of command broke down on many boats, and crews panicked. One crew took to their liferaft unnecessarily because a terrified man deployed it and they felt compelled to use it rather than cut it free. The raft subsequently flipped and several people drowned. The boat stayed afloat and was later recovered.

On a related topic, 'Fear and How to Use It', John said it's important to differentiate helpful, appropriate, respectful fear from panic. First, you must stay calm, gain composure and assess the situation. One person should take charge — *not* necessarily the owner or skipper. Goals must be established and everyone should be given a task, even a trivial one, so that no one feels helpless or out of control. He also discussed ways of instilling these feelings of rational fear in children and teenagers.

One whole day was spent on specialty problems, including:

Seasickness — its pathophysiology (eye-inner ear conflict), prevention (a lot out there, nothing consistently reliable) and treatment (also many possibilities but nothing foolproof except getting back on dry land).

Sunburn — The dermatologists' rallying cry is 'Bring back the parasol!' Wear at least SPF 15, which cuts out 93% of harmful ultraviolet-B rays.

Clothing — These days, *how* to wear sailing clothing is just as important as what to wear. Joe Walkuski, director of textile research at Patagonia, gave this talk. Basically, the goal of 'layering' is to get the wicking layer next to your skin (so that is stays dry as water or sweat is 'wicked' away), followed by an insulating layer and protective shell. Lots of Capilene (polypro) and Synchilla (polyester) here.

On-Board Orthopedics — Traction and splinting can be accomplished using gear that's readily at hand aboard a boat: line or even block and tackle (such as a vang) can be used to apply traction; splints can be fabricated from battens or crushed cardboard boxes. This lecture also covered resetting dislocations and assessing common injuries to various areas and joints.

On-Board Dentistry — One competitor in a singlehanded around-the-world Race had to drop out because of a severe toothache. If you've ever had one many days or miles from a dentist, you know why. This dentist had *everybody*'s complete attention for his excellent lecture on diagnosis and treatment of dental problems with materials and equipment that almost everyone could have and use.

Other topics covered included such 'on board' subjects as basic **first aid** (treatment of cuts, abrasions, coral cuts, jellyfish and sea urchin spines, dermatitis, infections and burns); **pediatrics** (more on hypothermia and seasickness); **ophthalmology** (infections, injuries, chemical burns and foreign objects in the eye); **soft tissue injuries** (from fish hooks or deep gashes); **water-borne diseases** (giardiasis, amebiasis, travellers' diarrhea, fish poisoning and recognizing poisonous/paralytic/venomous fish and shellfish).

After eight hours of poisoning, diseases, seasickness and about every other gastric nightmare known to man, the San Diego YC hosted a gala fiesta dinner. By all reports, this was merely a coincidence.

Several non-medical subjects were covered, too, such as the latest in desalinization technology. Included in this seminar was one of the most convincing testimonials for any boating product anywhere: A Miami couple who attributed surviving 66 days adrift in a liferaft to their Survivor 35, a manual desalinator. Without it, their expected survival would have been less than two weeks.

Three optional workshops were available: *Diving Medicine* (next to boating, diving was the most common seminar topic), *Travel Medicine*, and the most interesting to boaters, *Survival*. This last was a '10-ring circus' where we rotated through 10 sites in two afternoons. There were a few more lectures; Kettenburg Marine demonstrated electronic equipment; a Coast Guard Commander taught proper radio technique; the meteorologist from the *Stars & Stripes* America's Cup team discussed weather prediction; John Rousmaniere was back with a video of man overboard rescue techniques (emphasizing the Life Sling); Fritz Richardson of Pacific Offshore Rigging gave a fast-paced 'half-day seminar in half an hour' on rigging your boat; and we

cont'd next sightings page

marine medicine — cont'd

had the opportunity to try various PFDs and two liferafts in the swimming pool. The day ended with a flare and rocket demonstration on the beach. Whew!

The final day was spent 'at the periphery'. These fascinating programs included a slide show by Frank Todd, who described his 20-plus trips to Antarctica over the last 18 years. Frank developed Sea World's Penguin Encounter and has built many other penguin installations elsewhere. Sam Ridgeway is a veterinarian known as the 'dolphin doctor', for his book of the same name. His tales of dolphin intelligence and their friendliness toward man never ceased to amaze. Ed Gillette showed slides and talked about his 63-day solo crossing from Monterey to Hawaii in a 20-ft kayak. This was more than an exercise in survival, and most educational for the psychological as well as physical changes that occurred. Jill Kaufman, from the Center for Marine Conservation in San Francisco delivered one of the few 'downer' topics: *Litter and Plastics in the Sea*. The amount of trash going into our seas is truly appalling. Dr. Kurt Benirschke of UCSD spoke about various endangered species, both land and marine. And the final presentation, the real mind-blower, was *The Ultimate Voyage* by Dr. James Logan, Chief Medical Officer of NASA. He described the development of the Space Shuttle and showed some of NASA's plans (and fantasies) for the future. This whole morning was a flourishing finish to a great week.

Can you enroll in Marine Medicine 1991? Sure! Should you? According to co-director Dr. Terry Davidson, University of California courses are open to everyone. His only caution is that some of the language may be 'too medical' and erudite. As an example, he pointed out that non-medical people from the commercial exhibits would often wander into the lectures, but rarely stayed. However, I'm not a physician (I'm a dentist) and the few terms or phrases I didn't understand were overwhelmingly outweighed by the valuable and pertinent information that I did. The majority of speakers were *not* physicians and almost all of the speakers geared their material towards sailors and voyagers. The presentations were all 30 to 60 minutes long so each speaker had to be concise, well-prepared and to the point; and they were presented one at a time, so everyone could hear every speaker.

Also, it was obvious from questions I heard and people I met that most people in attendance, doctors included, were experienced sailors, cruisers and/or divers. One man served as medical officer on a Whitbread Round the World Race. This was a very aware audience!

The registration fee for health professionals was $375. Everybody else got in for $200. The Survival Workshop was $60 and the Travel Medicine and Diving Workshops were $30 apiece. Information may be obtained from the Office of Continuing Medical Education, M-107, UCSD School of Medicine, La Jolla, CA 92092-0617; (619) 534-3940.

boc leg 1 — they're off!

Alameda's Carl Nelson was in Newport, Rhode Island, to watch the start of the BOC Singlehanded Round the World Race last month. As Carl is an accomplished big boat and shorthanded racer (including the 1988 Singlehanded TransPac), we asked him to pen a few thoughts and observations on the race from 'the singlehander's point of view'.

As I watched my young daughter sleeping this evening, one of the first thoughts that popped into my mind was how lonely the BOC racers must be about now. Here I am sitting in an overstuffed chair in her nursery, while the 23 men and 2 women racing around the world can't really rest or enjoy their families (except during brief stopovers between each of the four legs) for the next six to seven months.

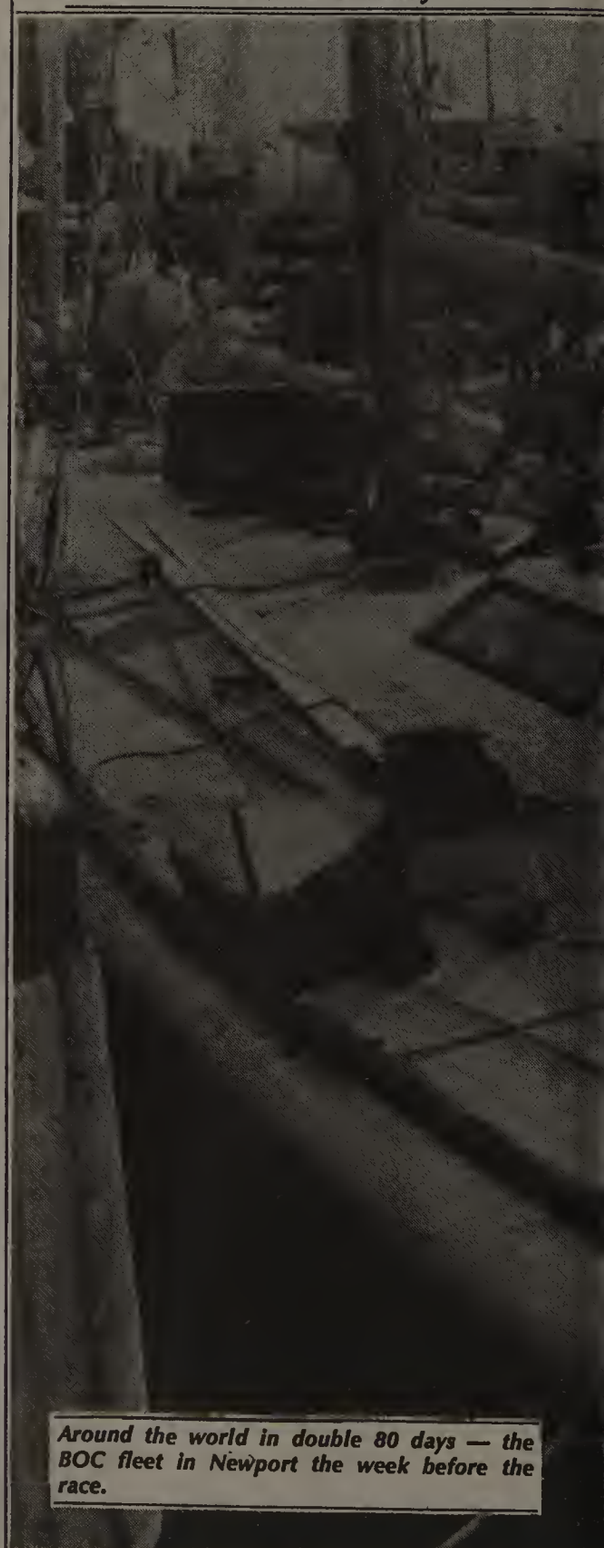
There is no sporting event equivalent to long distance ocean racing. To do well, you must be 'on' all the time, constantly driving the boat to its potential in all conditions of wind and wave. This is especially difficult for the singlehander, as he or she has no one else to delegate to or rely upon. Rest, though necessary, only adds time to passages.

The 1990-91 BOC started at noon on September 15. Prior to the start,

cont'd next sightings page

'kialoa II' —

compatible. Luckily, though *Kialoa* sat out a typhoon that raked over Yokosuka, they didn't encounter any once underway. "They reach about out to the dateline, so we really wanted to make some speed until we cleared there," says Frank. The gods answered with a fine sailing breeze and 2-knot Easterly current that helped the boat clock nearly a week of 200-plus mile days. Then they encountered a tropical depression and hove-to for 16 hours while a steady 40-knots



Around the world in double 80 days — the BOC fleet in Newport the week before the race.

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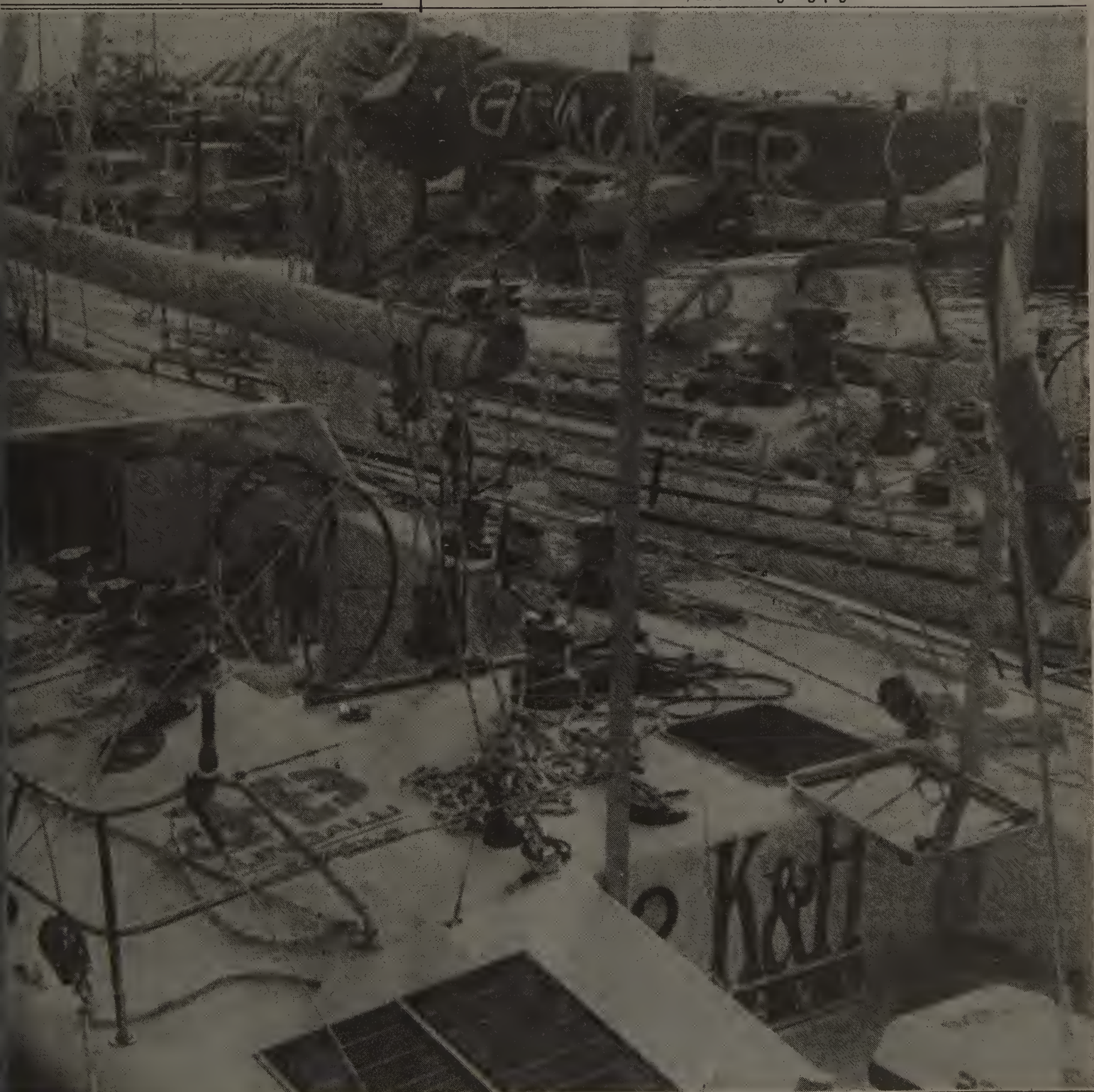
wailed through the rigging. The next 10 days was a beat. A week out of San Francisco they encountered lightening breeze, and had to motor the last two days. The wind finally piped up around the Farallones and they set *Kialoa*'s huge spinnaker for the run under the Golden Gate.

"After a long passage, to come roaring under the bridge on a beautiful, sunny day and see the City sparkling — it's one of the most beautiful sights in the world."

boc leg 1 — cont'd

there was not a breath of wind, but exactly at the sound of the cannon, a fresh 10-knot breeze started to blow from the South. First across the starting line was *General Concorde*, a 60-ft sloop whose 19-ft beam made it look more like a blown up Laser than an ocean racer. Skipper Alain Gautier of France was especially motivated to this early aggressiveness: he'd already incurred a 16-hour penalty for not having the boat in Newport by the September 1 deadline (he was delayed by adverse weather). Countryman Christophe Auguin, skipper of *Groupe Sceta*, stated at the pre-race press conference that he felt the penalty was unfair — since now Gautier obviously had no chance of winning! Not being able to make up 16 hours in 27,000 miles? It may sound

cont'd next sightings page



CARL NELSON

boc leg 1 — cont'd

a bit absurd to most of us, but this type of thinking is a good example of what hard-core racers most of the the Class I competitors really are.

Of course, not everyone who races the BOC is so myopic about winning. For some, just finishing is triumph enough. One of these is Jane Weber of Canada, a 45-year-old grandmother sailing the 42-ft cutter *Tilly Endurable*. To me, Jane appeared petite and frail, perhaps too frail for the Southern Ocean. At the other end of the scale is reigning champion Phillipe Jeantot. There have only been two previous BOC races, and he won them both. Having just completed the Globe Challenge (a singlehanded nonstop race that just finished this last March), both Jeantot and his third-generation *Credit Agricole* appeared well prepared for his third BOC.

Despite the 'stats' and how they started, though, my pick to win Class I is Mike Plant aboard the 60-ft *Duracell*. An experienced boatbuilder who built *Duracell* himself, Mike also completed the Globe Challenge (though unofficially, as he needed 'outside assistance' to be towed off the beach after an accidental grounding), and really seems to have the bugs worked out of his boat and himself.

In Class II (50-ft), I think Yves Dupasquier aboard *Servant IV* is going to surprise a lot of people — including some of the Class I skippers! He's also a boat builder who built his own boat, and I was really impressed with his radically light (12,100 lbs) 50-footer as a sailing platform. But spartan? I would assume that for a race taking roughly 150 days, at least some degree of skipper comfort would be a design consideration. Not on *Servant IV*. The interior is nothing more than a bare hull with two pipe berths, a makeshift navigation table and two fiberglass boards that sort of look like seats.

My pick in the Corinthian Class (unsponsored boats) is Minoru Saito. He's sailing *Shuten-Dohji II*, a 50-ft Adams cutter that was designed for the '86-'87 BOC. Both he and the boat seem well prepared.

Time will bear out how accurate my predictions are. But no matter who comes in first in their respective classes, in my mind all the participants in this race are winners.

— carl nelson

At the time we went to press, Alain Gautier's General Concorde *was race leader after 10 days and about 2,000 miles of racing. (Leg 1 to Cape Town is 6,800 miles long.) ARGOS tracking confirms he's averaging 9.2 knots. Bringing up second and third place are Christophe Augin and Phillipe Jeantot, respectively. American Mike Plant is in sixth place. In Class II, Yves Dupasquier's* Servant IV *is not only enjoying commanding lead, he's 'lapped' three of the Class I boats already. In the Corinthian Class, Australian Don McIntyre in the whimsically-named* Sponsor Wanted *(followed by his phone number painted) is leading. If he keeps this up, he may have a new name — and class — by leg 2. Minoru Saito is currently in second to last place.*

ESPN, the sports channel, will be covering each of the four BOC legs in half-hour reports, and if it's anything like their Whitbread coverage, it's definitely worth tuning in to watch. Coverage of Leg 1 is scheduled to air October 29. Check your local listings for the time, though, as they often change their longterm schedule without notice.

fleet week festivities

With nearly every soldier, tank, airplane and military ship in the known world patrolling in and around Iraq/Kuwait — about the only troops they haven't called up yet are the girl scouts — we began wondering if the Navy had anything left to parade for Fleet Week 1990.

Our fears were unfounded, of course. Though the parade will lack the customary aircraft carrier, the 12-ship *entourage* scheduled to sail under the Golden Gate on October 6 is one of the largest ever. It will include a couple of guided missile destroyers, two fast frigates, a helicopter transport, a submarine and two Coast Guard cutters, among others. An old standby and local tourist attraction, the liberty ship *Jeremiah O'Brien* will also take part, as may an unofficial contingent of tallships involved in the Vintage Boat Show in Sausalito the following day. (Those plans had not been firmed up at presstime; see elsewhere in *Sightings* for more information about that show.)

cont'd next sightings page

vintage

Although classic boat buffs will probably have marked their calendars months ago for the Sunday, October 7 Vintage Boat Show at the Bay Model Visitor Center in Sausalito, we highly recommend it for anyone else even remotely interested in sailing, sea lore, the *Bounty* mutiny — even filmmaking.

The reason for the wide appeal is this year's centerpiece, the replica of *HMS Bounty* made for the Marlon Brando/Trevor Howard version of the movie that splashed across the big screen in 1962. Owned and restored by Turner Broadcasting, the ship now tours, complete with a crew that doubles in port as sailors and officers of the *Bounty* period. As we reported when the ship visited here earlier in the summer, William Bly, who depicts William Bligh (no kidding) is worth the price of admission alone. Also part of the regular crew is a descendant of Fletcher Christian, though it was unclear at presstime whether he'd be aboard for the show.

Local boats worthy of note who will also be participating are the 120-ft square rigger *Jacqueline*, 85-ft pilot schooner *Wanderbird*, 103-ft schooner *Fair Sarae*, 80-ft topsail ketch *Hawaiian Chieftain*, 68-ft

new plans

A plan is afoot to replace Sausalito's Napa Street Pier with a public-access strolling, fishing and observation pier. A once-busy commercial center for the city's fishing fleet, for years now the Pier has been the closed-to-the-public home to an odd menagerie of boats and people. Now city

book 'em,

We don't get to see every new boating book on the market, which is probably a good thing. Let's face it, compared with *Latitude*, nothing published since *Moby Dick* is worth two dead flies. (The jury on *MB* is still out — we started reading it in 1973 and haven't finished yet.) Besides, since we know everything there is to know about sailing, politics and life in general, there's nothing any of those books could teach us anyway.

Whew! So much for our assertiveness therapy for the month. The shrink was right — that felt great!

Back in the real world, we did happen to run across two very different but nifty new books: *Boatowner's Mechanical and Electrical Manual* by Nigel Calder, and *Knots*, by Brian Toss.

Calder's ponderously-titled *Manual* "covers everything in a boat that has bolts, screws, moving parts, wires or grease — and that can break." If that sounds like everything, period, that's pretty much what

boat show

schooner *Apache*, 65-ft schooner *Styx*, 32-ft gaff sloop *Black Witch*, 38-ft cutter *Pilgrim*, 30-ft yawl *La Mouette*, and 26-ft sloop *Pisces*. With the exception of *Fair Sarae*, all these historic vessels will be open for inspection. NOTE: Although plans had yet to be firmed up as this was written, there's a good chance these vessels will also participate in the Fleet Week parade of ships from 11:30 to 1:30 on the previous day, Saturday, October 6.

Other features of the show will be music (by the Navy Choir and group 'Ship of Fools'), premium beer and wine booths, food booths, a whaleboat race, a marine art show (including half-hull display), and a schedule of historical sailing films including, of course, *Mutiny on the Bounty*.

Sounds like a great way to spend the day to us. Admission to the show is $5, with a small additional charge to go aboard the *Bounty*. All proceeds go to the sponsoring Sausalito Tallship Society Cadet Scholarship Program (which puts kids aboard the state tallship *Californian*) and *HMS Bounty*. For more information, call Ed Griggs at 332-3871..

for an old pier

officials — who seem more intent than ever in recent months to 'clean up' what they perceive to be an undesireable maritime element from the waterfront — have received permission to demolish the old pier. If the Coastal Conservancy approves the plan, the next step is a $40,000, 6-month study.

danno

this extensive and detailed book covers — all with excellent illustrations and easy-to-understand language. Example: "A stuffing box is meant to leak. When the shaft is turning, two or three drops a minute are needed to keep the shaft lubricated.... Overtightening can cause overheating and it is quite possible (and common) to score grooves in shafts, in which case the shaft will never seal and will have to be replaced." If that's news to you, Calder could have saved you hundreds of bucks and you haven't even bought the book yet. It's not hard to see how a reference work of this scope and detail can repay its $39.95 price tag pretty quickly. We'd go so far as to say it's one of the top three books *every* boat going offshore should have on the shelf. No kidding.

The reason we like Brian Toss' *Knots* (one of the *Chapman's* Nautical Guide series) is that it's not like other knot tying

cont'd center of next sightings page

fleet week — cont'd

Fleet Week is a big deal within both the Navy and the local boating community. Officially, it's an annual goodwill deal between local government, private industry and the military (and as such, a definite contender for the "most handshakes in one week" category in the *Guinness Book of World Records*). All festivity costs are paid for by private donations. Within 'the ranks', the 1988 Fleet Week was recognized as the Navy's most outstanding special event, a recognition it hopes to repeat for 1989 (the awards for last year are handed out this year) and — assuming nobody in the Persian Gulf gets itchy enough trigger fingers to start the world's next 'special event' — this year.

give peace a chance

There are those for whom the negative connotations of Fleet Week far outweigh the positive — for whom the military bicep-flexing and spectres of gunboat diplomacy and nuclear accident (not to mention World War III) are not issues to celebrate, but to protest. If you're one of them, you can take part in the Peace Navy 'protest parade' of boats that also seems to grow larger with every passing year. The flotilla, easily recognizable from the colorful streamers, flags and 'No Nukes' banners, will convene at 9 a.m. Saturday (October 6) morning in front of the San Francisco Ferry building. For more information, contact Bob Heifitz at 398-1201.

Locally, Fleet Week has always meant one of the largest gatherings of the year for recreational boats, who turn out by the thousands to motor around in circles and watch the parade of ships and the real stars of the show, the Navy's crack aerobatic team, the Blue Angels. You know, the guys who do things with planes that the rest of us would be terrified to attempt with a Nintendo game.

And the Saturday program is only the kickoff for the rest of the festivities which, as the name suggests, run throughout the week of October 6-11. These include the Fleet Week Challenge Run October 7, (for which they'll close off the top deck of the Bay Bridge to cars for the first time); open houses on many of the ships (including submarines); and the 'Host-a-Sailor' program, wherein you can invite Navy men to dinner, a ballgame or just in for some home cookin'. If you have attractive young daughters, do this at your own risk. If you *are* attractive young daughters, go for it!

The Air Show part of the fleet week festivities begins at 12:15 with parachute demonstrations, antique aircraft acrobatics, a demonstration of the amazing Harrier jumpjet — the vertical takeoff plane that 'don't need no stinking runways' — and finally, the Blue Angels at 1:15. All this assumes suitable weather, incidentally, so be sure you check the local media for the latest word as that Saturday approaches.

Although there's good shoreside viewing anywhere along the Cityfront and the Marin Headlands, we've always enjoyed taking the boat out — as much to watch all the other crazy boaters as anything else. It can be pretty amusing watching people trying to squint up at the Blue Angels while trying to steer around other boats at the same time. If you're going to be one of those, and you want a 'ringside' seat like everybody else, forget sailing. Too crowded. Just make sure you have a full tank of fuel and stay out of the restricted corridor (its boundaries will be obvious).

For more information on any of the Fleet Week activities, call 395-5030.

short sightings

SAN FRANCISCO TO BOSTON (VIA CAPE HORN) — That's the route on which Richie Wilson and Steve Pettingill will embark sometime around mid October. (And you thought the BOC was the only great ocean racing game around.) Their steed is the 60-ft Shuttleworth trimaran *Great American* — the same boat that broke the New York to San Francisco (also via the Horn) last year. And once again, their race is not against other boats, but time, specifically the 76-day, 6-hour record for that route set in 1853 by the clipper *Sea Witch* and not broken since. The attempt is the first part of a nicely

cont'd next sightings page

short sightings — cont'd

put together three-event 'package' (which also includes trying to better *Sea Witch*'s 15,000-mile Hong Kong to New York record in '91, and participation in the 1992 Singlehanded TransAtlantic Race) designed to get sponsored sailing more into the limelight. If anybody can pull it off, it's these two. Pettingill crewed the boat on its NY-SF record run and was project manager for Mike Plant's *Duracell* BOC effort; Wilson's (who's also an accomplished multihull sailor) Harvard MBA has led him to such varied pursuits as speech writer for Michael Dukakis, teacher, conservationist — and bar owner. We wish them luck and will keep readers updated on their progress.

LITTLE MANDEVILLE ISLAND — If you've always wanted to own an

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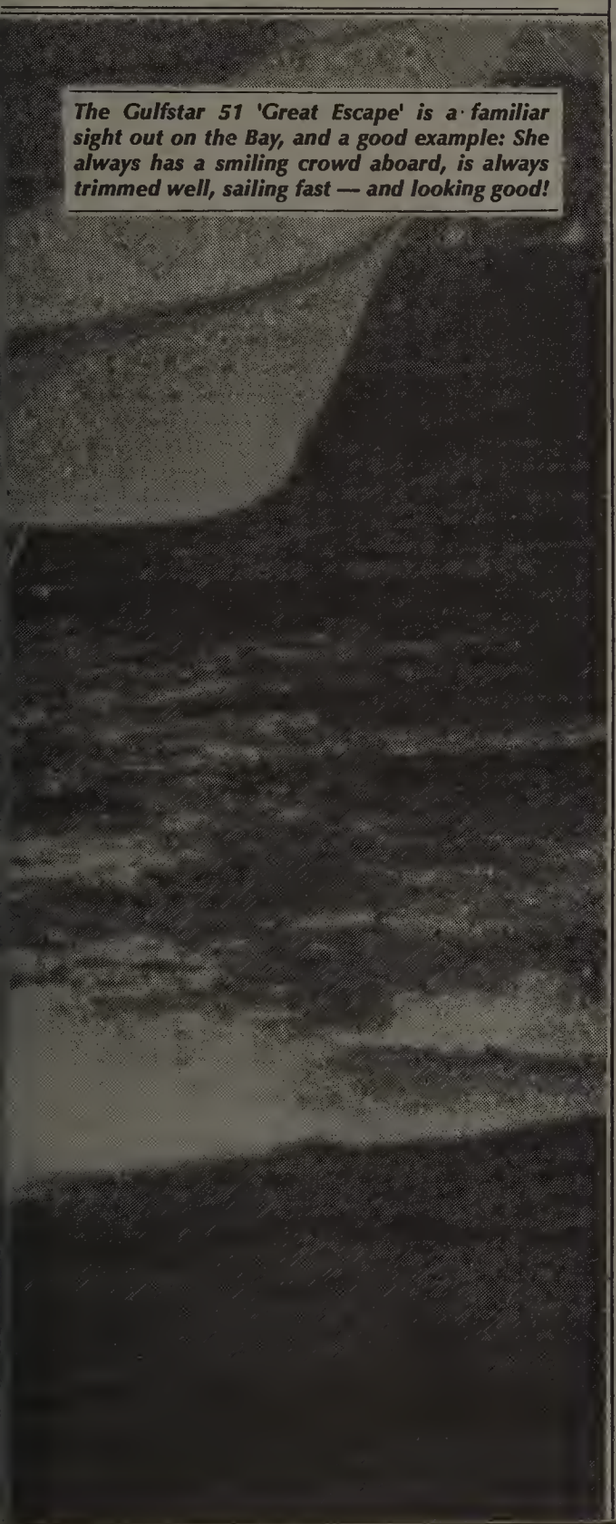
books —

manuals. In other words, it doesn't spout all that "steeped in seafaring lore" garbage, nor does it conveniently ignore useful real-life, non-nautical knots for nautical ones that have been out of use for about a century. So you don't learn how to tie a sheepshank, but you do have such nifty knots as the double lineman's loop (which forms, among other things, an emergency bosun's chair), the angler's loop (for tying loops in bungy cords, where bowlines sometimes slip), the trucker's hitch (which forms a three-part



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purchase without the need for blocks) and even the "extra secure shoelace knot", a simple variation on the traditional method that holds much better. Also included are the usual friendly and useful knots and splices all sailors use, all with easy-to-follow illustrations by Gae Pillon. If you fancy yourself sailing before the mast of a tea clipper, go with one of the big, billion-knot bibles. If you want a quick referance guide to everyday useful linework, spend $14.95 on the little blue book, *Knots*.



The Gulfstar 51 'Great Escape' is a familiar sight out on the Bay, and a good example: She always has a smiling crowd aboard, is always trimmed well, sailing fast — and looking good!

LATITUDE/RICHARD

short sightings — cont'd

island, or always wanted to have your own Delta spread, now's the time to act. Little Mandeville Island, a 348-acre site near Mandeville Island on Holland Tract, was put up for sale in August. The asking price is $2.5 million and already a dozen inquiries have come in. Facilities on the island include electricity, phone, some old duck blinds and deserted mobile homes, and a tenant farmer who plants corn and sunflowers every year — that's low key even for the Delta. But the little island does have a claim to fame: General Omar Bradley, head honcho of the largest American Fighting force to sweep through Europe in World War II, used to hunt ducks there. The island has been owned since 1972 by New Island Farms, a partnership formed by six duck-hunting partners. It's being sold because all the original members have either died or are too old to hunt anymore.

VALLEJO — To take off on that old '70s phrase, what if they gave a regatta and nobody came? Well, it's not quite that bad for the Singlehanded Sailing Society's annual Vallejo 1-2 Race (up singlehanded, back the next day doublehanded). But this year, despite the name, the October 20 Vallejo 1-2 isn't going to Vallejo. "It's just one of those things," says SSS's Ed Ruszel. "Vallejo YC had a scheduling conflict, they're dredging the municipal marina, and Benicia is too small to accommodate the usual 50 to 60 boats." Tentative plans call for a shorter, possibly around-the-bouys format within the confines of the main Bay — it may take until the night of the skipper's meeting to iron it all out. The original format to VYC should be back on track next year.

WASHINGTON — Don't look now, but HALON is being phased out as a fire extinguishing agent — at least according to the *Lookout*, newsletter for the National Boating Federation, which is based in the nation's capitol. The problem is that the EPA lists HALON as an ozone-depleting agent. No one locally seemed to know anything about the how, where or when of the phaseout. When we hear more, we'll let you know.

THE LAST FRONTIER — What's the longest voyage ever undertaken? Well, if your definition of the word is suitably loose, the longest voyage — and still going — was undertaken by a vessel named *Pioneer 10*, which shoved off planet Earth on March 12, 1972. Last month, the hardy little craft reached the latest of its milestones: 50 AUs from from the sun (an 'AU', or 'astronomical unit' is 93,000,000 miles — the distance between Earth and the Sun), or a little more than 4.6 billion miles. For you terrestrial ragboaters who think you're so hot, that's equivalent to 209,090 circumnavigations of Earth. Of course, with particle 'winds' from our Sun still steady at million miles an hour, *Pioneer*'s day's runs are almost as spectacular as a triple-spinnakered Santa Cruz 70 in the Roaring 40s.

MARS — While we're on such a spacey plane, how about the 1992 Columbus 500 Space Sail Cup? Never heard of it? Don't feel lonely. Only three entries are expected (one each from Europe, Asia and the U.S.) for the October start, but when the finish line is Mars, hey, you don't need a big fleet to get attention. The race — also unmanned, by the way — is all downwind. Solar wind, that is, a gentle but constant pressure that in the vacuum of space will send the 'boats' on their merry ways. (For more on the difference between solar wind and the particle winds mentioned above, call your local rocket scientist. We sure as heck don't know.) With no drag, hull design isn't going to present any major problems — or at least Bruce Farr hasn't been contacted for a design *yet*. Neither is sail selection going to be that involved. One idea is simply to open a flower-shaped 560-diameter 'spinnaker' and boogie on down. Awards will be given for both first to finish and overall corrected winner, although it's not known at this time if the handicapping will be IOR (interstellar offshore rule), IMS (interstellar megabyte system) or PHRF (parsec handicapping romulan formatting). In a departure from normal racing procedure, the ships will be launched into orbit; thence to circle the earth for about 90 days to build up enough momentum to escape Earth's gravity. Skippers will control their craft via satellite communication. The race is expected to take about 500 days.

We're not kidding about this — well, not the main part of it anyway. It's something a group appointed by our own beloved Congress came up with to help observe the 500th anniversary of Columbus' sail to the new world, which coincidentally will be celebrated in October of 1992.

PETALUMA RIVER:

The Master Mariners Benevolent Association has put the fun back into racing with their annual Labor Day Weekend Chicken Ship Regatta, a run to the former Egg Capital of the Universe, Petaluma. The regatta will probably raise the ire of the local SPCR (Society for the Prevention of Cruelty to Roosters), as Race Chairman Tom List towed the first-to-finish trophy — a live rooster — all the way from Angel Island to Petaluma in a dink behind his 40-foot 1906 gaff sloop *Polaris*.

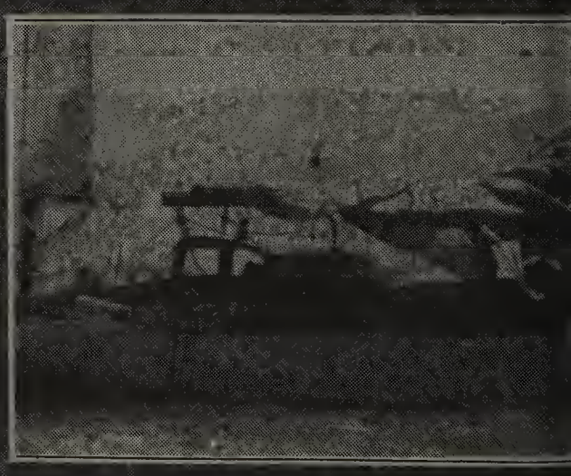
The Chicken Ship fall classic came to life in the early '80s with a race from the Bay to Benicia. But with the Carquinez Strait port town now playing host to the Jazz Festival (and lately the Jazz Cup sailboat race), the Master Mariners took their 'travelling boat show' to Petaluma starting in 1987.

Since the Master Mariners became members of the PICYA (Pacific Interclub Yachting Association) this year, they thereby qualified to use the Petaluma YC facilities for their awards dinner. "The club was most hospitable," said List. "They served 80 dinners and bartender/host Ted Lehman worked until 3 a.m. — and then returned at 7 a.m. to unlock the heads."

In keeping with the 'do your own thing' tradition of the Chicken Ship, List awarded first place plaques to the *entire* fleet of 25 yachts! Tim Murison, who was actually first-to-finish with his 1946 44-foot Davis sloop *Bolero*, was so honored by being awarded overnight custody of the rooster.

Almost all 10 Master Mariner's divisions were represented in the Chicken Ship, so some great individual battles developed as the fleet approached the Petaluma rivermouth finish line. One of the best duels unfolded when John Klaus' schooner *Brigadoon* and Diane and Jerry Brenden's smaller gaff sloop *Freda* converged on the finish line, bowsprit to bowsprit. *Freda*, built in 1885, was being driven by





A FOWL ALTERNATIVE

guest skippers John Walters and Sue Carlson (former owners of the wood cutter *Jinker*), who had flown out from Monterey, Virginia for the regatta. Klaus sent two of the eight kids onboard to the bowsprit to call the finish; it was *Brigadoon* by just four feet!

"But the real race was to the docks in the Petaluma turning basin," said Klaus. Those who enjoyed the sail up the river without turning on their engines (the wind was fair all the way up to Ghilardi's) found no space at the docks and had to raft up in the middle of the Petaluma turning basin.

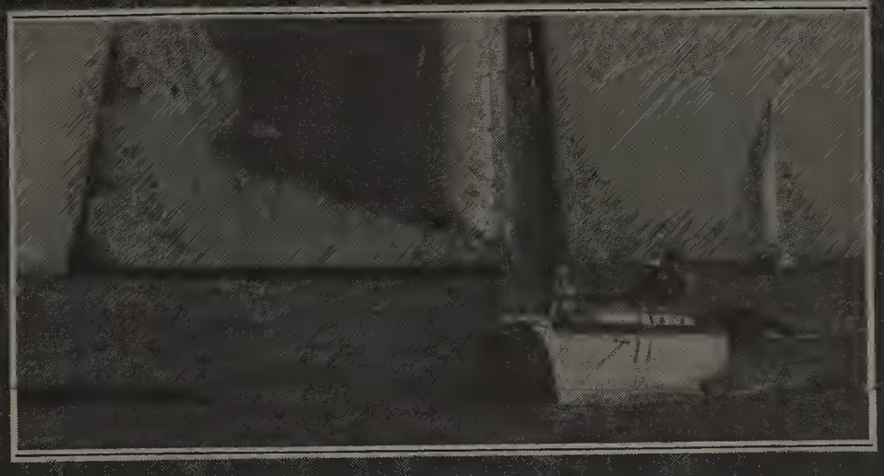


The trophy — raised from an egg!

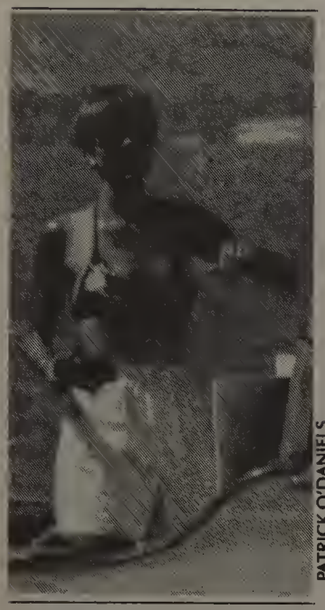
Brigadoon and *Freda* had a second great battle up the river to the railroad bridge, which was kept open just long enough for the two boats to sail through. The rest of the fleet had to round up in the narrow river as the bridge closed for a wailing freight train.

Included in the stalled group was last year's Regatta Chairman, Ed Witt, whose 10-year old daughter had raised the trophy rooster from an egg, with the help of a lightbulb, in her school classroom. She had received the egg 18 months before from Master Mariner rivals Mike and Sue Proudfoot of Brentwood.





PETALUMA RIVER:

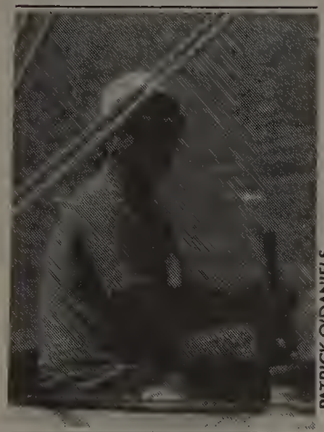


PATRICK O'DANIELS

Sue Carlson flew up from Monterey to do the race.

The Proudfoots won the longest-distance-travelled-in-a-car award for driving all the way from eastern Contra Costa County. Then MMBA Commodore Bill Rickman complained that he drove all the way from Fair Oaks, leaving his schooner *Nightwatcher* in her Sausalito berth.

Other fowl awards: Jerry Brenden took home the "Most



PATRICK O'DANIELS

'Freda's guest skipper, John Walters.

Exaggerated 10-inch Award — a 'Big Pecker Surf Wax' shirt that proclaimed "Real Men Hang 10". Most fowl complaint: The owners of a Columbia Sabre, a fiberglass non-Master Mariner which sailed up with a $1,000 parrot onboard, groused that their bird had learned to 'cluck' over the weekend.

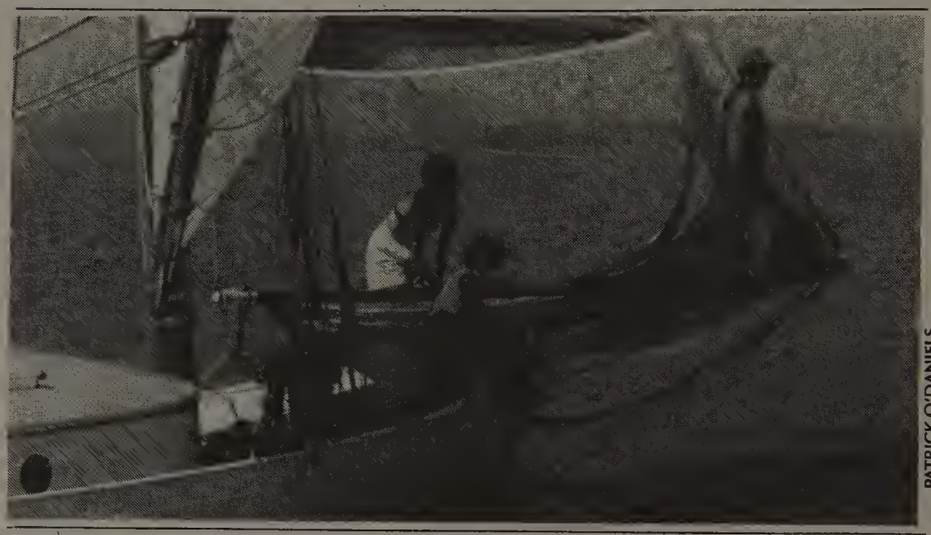
Next year's Chicken Ship — including the rules and awards — will be in the hands of David and Sherrie Kimball of San Anselmo. Their 1959 47-foot Spaulding schooner *Sadie* won the coveted perpetual Chicken Finger Award, partly for the way they filled out this year's post-race survey form, but mostly because Tom List thinks they are capable of topping his 1990 Chicken Ship antics. We'll have to wait until next year to see.

The next event on the MMBA calendar is mid-October's cruise to Drakes Bay. No chickens or roosters allowed!

— patrick o'daniels

The Columbia Sabre with the parrot wasn't the only 'new fangled' boat to do the Petaluma River on Labor Day Weekend. The World Wanderer, proclaiming recovery from back surgery, returned with the World Wanderette and Peter Leth, to his Olson 30, the charge on which his disc had herniated last April during Baja Ha-ha Race Week. It had been a long time between sails, but the Labor Day cruise more than made up for it.

Aimless as ever, the World Wanderer and friends began the Labor Day Weekend with the intention of sailing either to the Ryde Hotel way up the Delta (notorious for wild times), or if the wind was light, to Benicia with the Jazz Cup fleet. But they got a late start, and for reasons the Wanderer still doesn't understand, had a hard time laying the inside of the San Pablo Bay Ship Channel with the chute up. A great believer in going whichever way the wind blows, the Wanderer and crew naturally abandoned their original plans in favor of Petaluma.



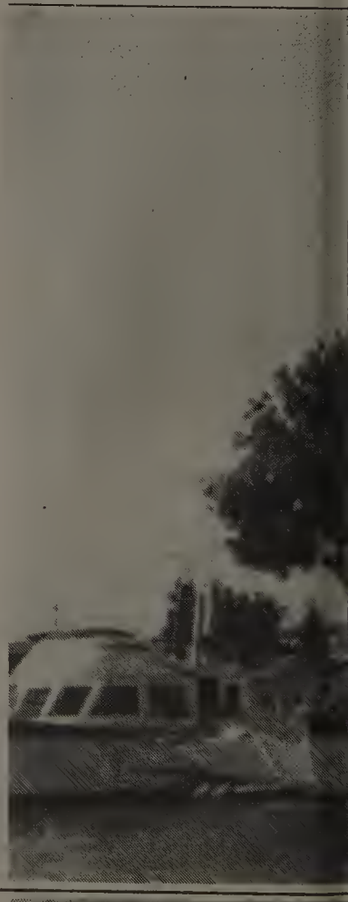
PATRICK O'DANIELS

The view from 'Brigadoon' — neck 'n neck with 'Freda'.

The Wanderer hadn't been up the Petaluma River in years, the last time being a rainy Memorial Day Weekend in the early '70s that had left the crew drenched and disheartened. While the Petaluma River hasn't changed a lick in the last ten years, the weather sure has improved. Blessed with roasting sunshine and hayfield-heated following winds, it was an entirely new — and very pleasant — experience. Dressed in nothing more than shorts and t-shirts, the *Little O* crew felt good enough to go to the rescue of a big Master Mariner's vessel that had seemingly decided to take a mostly overland route in the direction of the Bel Marin Keys Channel. Fortunately, however, the Marin County Sheriff Marine Patrol had gotten there first and was in the process of trying to pull them off the gluey bottom.

There are some great contrasts in this world: the ultra-rich and ultra-poor of New York City living side-by-side; the splendor of San Diego and the squalor of Tijuana; and, the warm bucolic serenity of the Petaluma River not more than 25 miles from the fog-whipped and often mean streets of San Francisco. It's so tranquil on the Petaluma that the silence drowns out the noise of the occasional jet and water skiers. The Bay Area's number one irritant, traffic, is non-existent as there are neither cars or roads within sight.

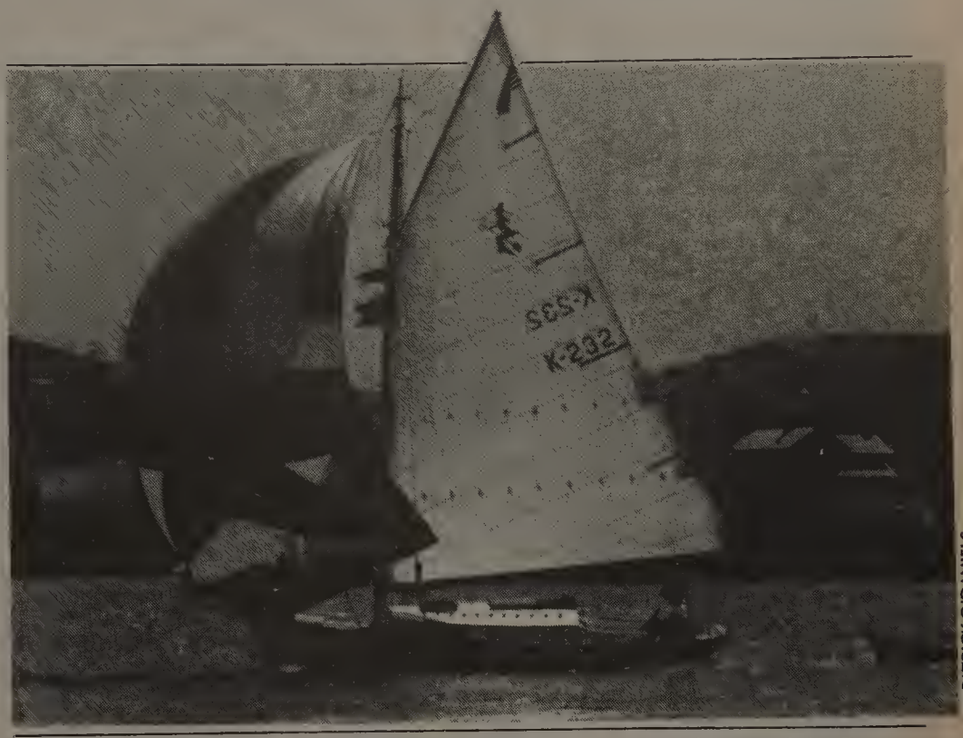
Although the river twists and bends like the path of a chicken with its head cut off, the Wanderer and crew were blessed with reaching and following winds most of the way to the metropolis of



Petaluma. The last of the reaching was just past Ghilardi's, where lo and behold, the Wanderer noticed a beloved old friend tied up to the ramshackle docks. She was the Bounty II *Bounty*, which back in the spring of 1977 had been *Flying Scud*, the Wanderer's sweetheart. It was in the *Scud's* belly that *Latitude 38* was conceived and first published. While her navy blue paint job had oxidized horribly over the last 13 years, her Phil Rhodes-drawn lines appealed to the Wanderer as much as ever. He wistfully wondered about the possibility of giving her another roll on the Bay.

From Ghilardi's to the Petaluma turning basin, the going got tough, which is to say the river narrowed and the wind blew right on the nose. The Wanderer did what Death Larson, Captain Bligh, Bully Hayes, Captain Ahab and other illustrious historical seafarers have done when faced with adversity: he bellowed at his two crew to grind the winches "with a will" as he tacked every 30 seconds in the narrow waterway. Taking the tacks as far as possible — to generously give the hands an extra second or two more rest between tacks — the Wanderer drove *Little O* aground once, twice and, yes, three times! Sensing the crew was beginning to lose veneration for their captain, the Wanderer ordered the jib doused and continued under main alone. Without the jib, progress was retarded. The Wanderer ran aground one final time, but this one wasn't his fault, as he'd been distracted trying to discover what the hell was taking the crew so darn long to find him another cold one.

With a fading breeze, no jib and lots of obstructions blocking the wind, the going got even slower. But it was quiet, which in 1990 counts for a whole lot. The model of courtesy, the bridge tender raised the D Street Bridge as soon a *Little O* hove in sight. Regrettably, the tender misjudged the Olson's speed through the water, which was down to about an 1/8th of a knot. Traffic reportedly backed up to Calistoga while waiting for the little sloop to clear the bridge, but the Wanderer was content, perhaps even smug, because by sailing all the way he'd done the environmentally correct thing.



PATRICK CHANIEL

'Black Witch' glides past the Brothers.

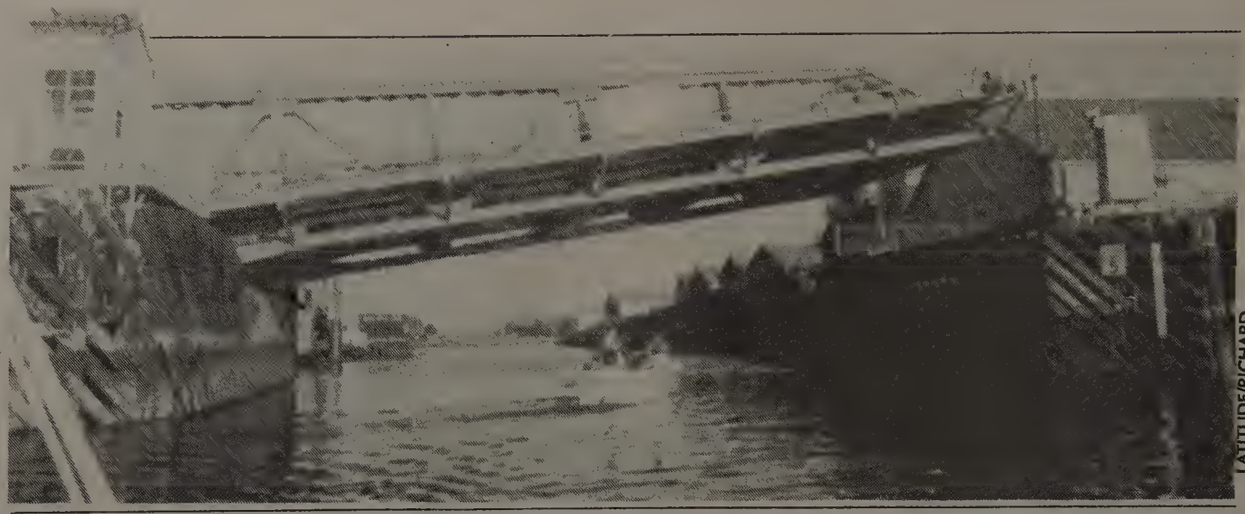


The raft up at the turning basin.

LATITUDE/RICHARD

Petaluma is really a great destination. Downtown, just a winch handle's toss from the turning basin where everybody ties up or anchors, is straight out of a Norman Rockwell painting of Middle America in the '50s. There are plenty of places to eat, not the least of which is Steamer Gold, which served up a wickedly delicious plate of creole sausage and linguini. And for those who enjoy new faces and figures, the Steamer

PETALUMA RIVER



LATITUDE/RICHARD

The 'D' Street bridge.

Gold features live music and dancing at a spacious upstairs bar.

As good as the sail was up the Petaluma River, the sail back to Sausalito was even better. *Little O* had mostly reaching or following winds all the way down the Petaluma River, and it was even warmer than the trip up. Along the way, she was passed by a number of Canadian cruising boats, obviously taking a brief detour on their way south to Mexico. The only bad part of the Petaluma River return trip was that the *Little O*, being extremely light and therefore fast, was for long periods of time able to sail nearly as fast as the Master Mariner's boats were able to motor. It was a source of discomfort to the Wanderer who, being a genuine admirer of classic yachts, didn't want to offend anybody. Eventually he decided to make 'Rrrrrrrrrrrring' outboard noises whenever a Master Mariner looked his way.

The fine and fair winds continued all the way out the long channel to San Pablo Bay, during which time the Wanderer only once imbedded *Little O's* keel deeply in the mud. San Francisco Bay conditions completed the perfect weekend, as it was a full main and #3, t-shirts and shorts all the way back to the dock in Sausalito. As for San Francisco Bay, she was sweet, too, offering absolutely ideal sailing conditions for the return trip. Sleek and light, *Little O* is anything but a Master Mariner's design; nonetheless her crew was proud to have sailed her all the way to Petaluma and back the Master Mariners' way: without benefit of internal combustion.

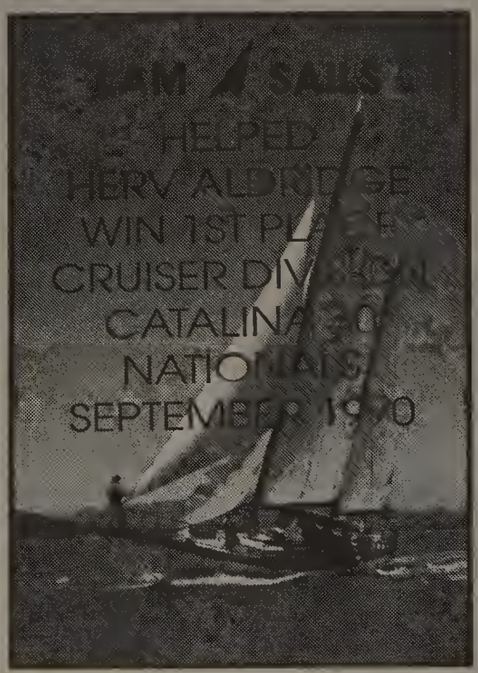
As for Petaluma, so long as the warm weather remains, it's somewhere that you — Master Mariner or not — should consider visiting for a relaxing weekend.

— latitude 38

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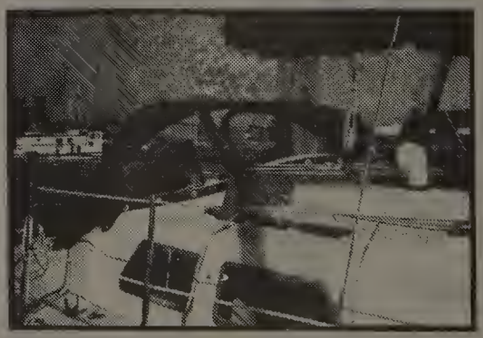




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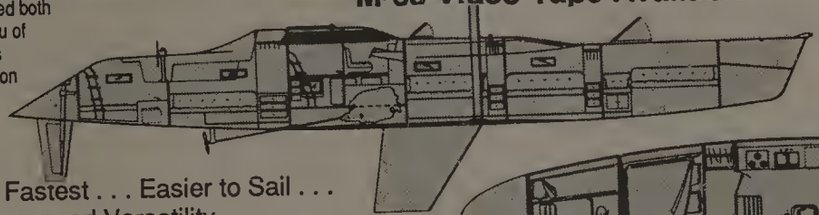
THE MACGREGOR 65 ON DISPLAY

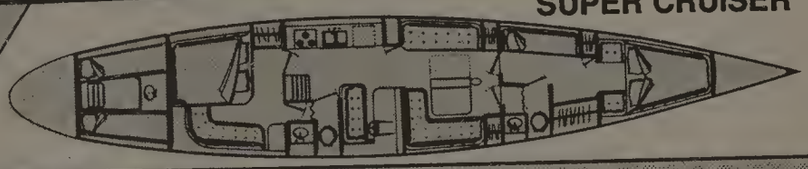


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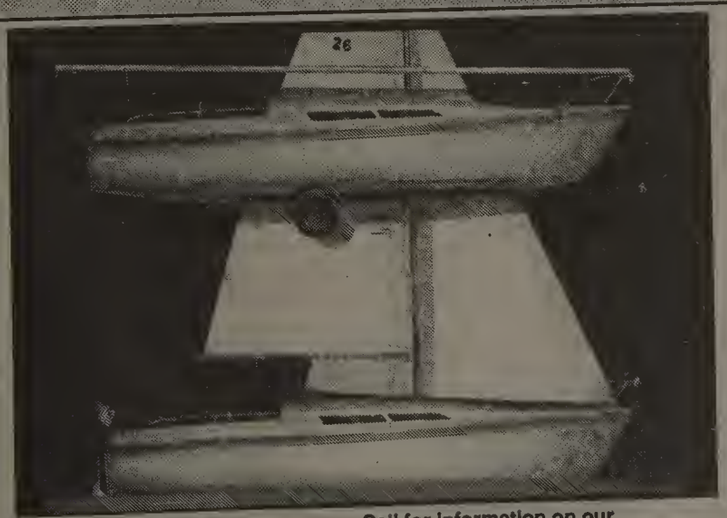
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SAILING IN THE NOOD:

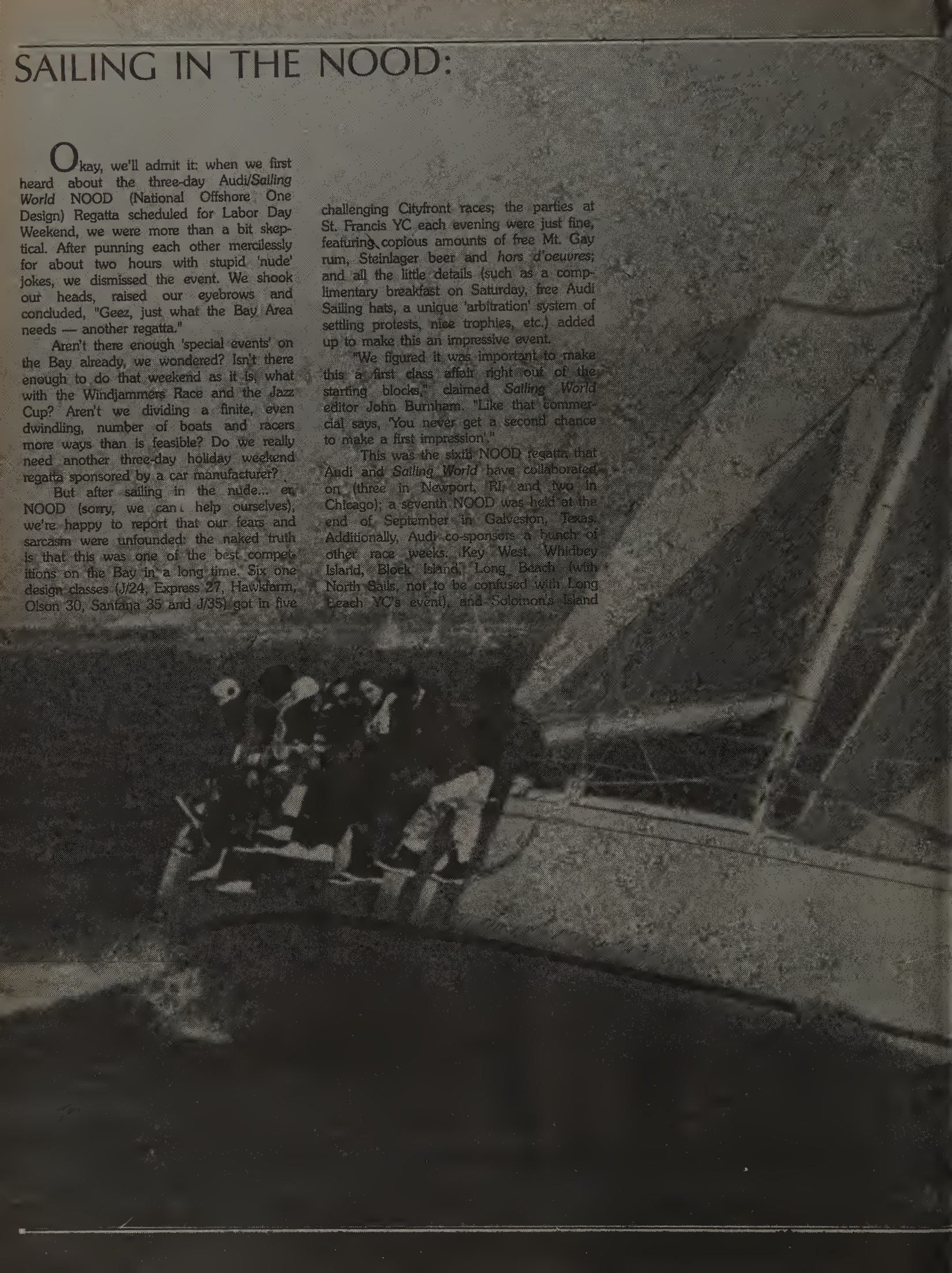
Okay, we'll admit it: when we first heard about the three-day Audi/*Sailing World* NOOD (National Offshore One Design) Regatta scheduled for Labor Day Weekend, we were more than a bit skeptical. After punning each other mercilessly for about two hours with stupid 'nude' jokes, we dismissed the event. We shook our heads, raised our eyebrows and concluded, "Geez, just what the Bay Area needs — another regatta."

Aren't there enough 'special events' on the Bay already, we wondered? Isn't there enough to do that weekend as it is, what with the Windjammers Race and the Jazz Cup? Aren't we dividing a finite, even dwindling, number of boats and racers more ways than is feasible? Do we really need another three-day holiday weekend regatta sponsored by a car manufacturer?

But after sailing in the nude... er, NOOD (sorry, we can't help ourselves), we're happy to report that our fears and sarcasm were unfounded: the naked truth is that this was one of the best competitions on the Bay in a long time. Six one design classes (J/24, Express 27, Hawkfarm, Olson 30, Santana 35 and J/35) got in five challenging Cityfront races; the parties at St. Francis YC each evening were just fine, featuring copious amounts of free Mt. Gay rum, Steinlager beer and *hors d'oeuvres*; and all the little details (such as a complimentary breakfast on Saturday, free Audi Sailing hats, a unique 'arbitration' system of settling protests, nice trophies, etc.) added up to make this an impressive event.

"We figured it was important to make this a first class affair right out of the starting blocks," claimed *Sailing World* editor John Burnham. "Like that commercial says, 'You never get a second chance to make a first impression'."

This was the sixth NOOD regatta that Audi and *Sailing World* have collaborated on (three in Newport, RI, and two in Chicago); a seventh NOOD was held at the end of September in Galveston, Texas. Additionally, Audi co-sponsors a bunch of other race weeks: Key West, Whidbey Island, Block Island, Long Beach (with North Sails, not to be confused with Long Beach YC's event), and Solomon's Island





Winning NOODlers Norm Davant (left) and Ted Wilson.

SAILING IN THE NOOD:



Family portrait: 'El Gavilan''s Jocelyn Nash flanked by sons Chris (left) and Gordie.

(Cheasapeake Bay). As such, both Audi and *Sailing World* are familiar with what it takes to run a top notch program.

"One of our 'secrets' is to always hire the best local race managers — in this case St. Francis YC — to run the races, rather than do it ourselves," claimed Burnham, who sailed with a group of old college buddies on the J/24 *West Contumacious* (aka *Iraqnophobia* and *Who's Sane*). "Each area is different — for instance, it would have taken us East Coasters all weekend to realize that on the Cityfront, windward-leewards should utilize starboard roundings in a flood and port roundings in an ebb."

There was another element that insured that the NOOD Regatta would be a smash hit — San Francisco Bay was on her absolute best behavior, offering up three gorgeous days of sunny skies and moderate winds. "Obviously, this great weather proves that God drives an Audi," joked a representative of that company during the post-race speeches.

Personally, we think that God gets chauffeured around in a limousine, but no matter how you look at it, the conditions that weekend — unlike those for this year's ill-winded Volvo Regatta — were stunning. Each day, the morning race was sailed with number #1s and no foulies; after the lunch break, it was #3s and full battle dress. Winds peaked at about 25 knots (enough to dismast *Sweet Pea*, an Express 27) and changing tides — flood in the morning, ebb in the afternoon — made the racing tactically challenging.

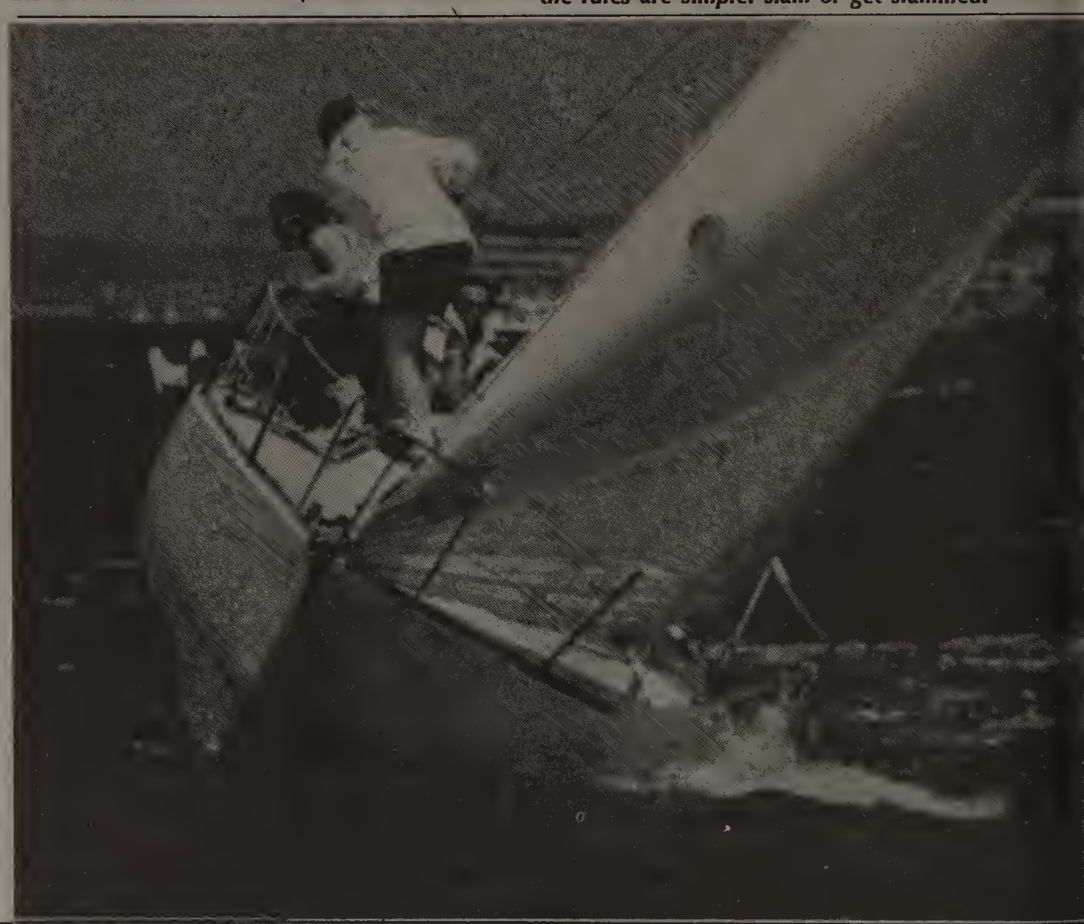
As usual, the Cityfront "pinball game" (i.e., short tacking up the 100 yard corridor of relief off the beach) took its toll. Alleys of clear air — especially in the large J/24 and Express 27 fleets — were at a premium, forcing aggressive tactics, split-second timing and, in some cases, poor decisions. Larry Harvey (of *Brooke Ann*, *Crazy Horse* and *Babe Ruthless* fame) plummeted from first overall to sixth in the J/35 class with his new *Abba-Zaba-Jab* after losing a protest to *Jackrabbit* in the last race for not responding quickly enough to a hail for sea room. At least his boat came away intact: a Santa Cruz-based J/24, *Emotional Rescue*, went home early after mangling its keel on the Cityfront wall just west of Gashouse Cove in the first race.

Only one of the six divisions was a walk-away: Jocelyn Nash trounced the Hawkfarm fleet with her *El Gavilan*. Nash, sailing with sons Gordie and Chris, posted the best individual record (four firsts and a second) in the 72-boat fleet, but was denied the subjectively-bestowed Audi Quattro Award for Best Performance in Fleet due to the relatively small size of her division.

That award deservedly went to Ted Wilson and Norman Davant, who sailed their chartered Express 27 *Summer Palace* to a slim one point victory over the bright yellow *Flying Circus*, owned by Gene Ryley and sailed by Dave Hodges. As if winning the Quattro Award wasn't enough, the NOOD Regatta doubled as the Express 27 Nationals, so driver Wilson and tactician Davant (with crew Mark Creedin, Ken Moore, Tom Pollack and Alice Swinton) walked away with an embarrassment of riches. "It was a great way to cap off our summer campaign," allowed Davant, who claimed that the two most fun designs he's ever raced are Express 27s and ULDB 70s.

In the other classes, *Impulse*, with owner Barry Danieli and Ray Delrich trading off the helm, bested a small (due to conflicts with the following weekend's Plaza Cup) Olson 30 group. In the Santana 35 fleet, Bob Bloom's "rockstarless" *Dance*

In your face! When playing Cityfront Pinball, the rules are simple: slam or get slammed.





ALL PHOTOS LATITUDE 38

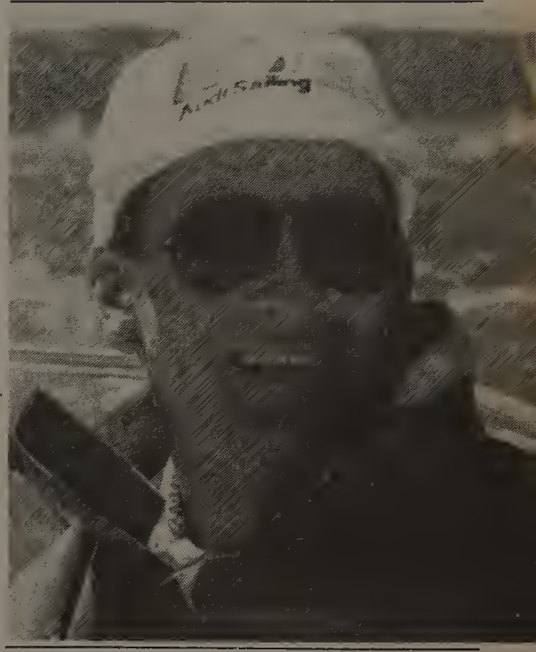
Away nipped arch rival *Swell Dancer* yet again to claim honors by a mere quarter of a point. Allen Bray's J/35 *Current Affair*, with Howie Marion driving, moved to the head of that class after *Abba-Zaba-Jab*'s misfortune. A pair of Seattle boats, *Gadzooks* and *Jackrabbit*, finished close behind.

Another pair of well sailed Seattle boats, sailmaker Herb Cole's *Oathead* and Keith Whittemore's chartered *Casual Contact*, topped the 21-boat J/24 "bumper car" fleet. This fleet was probably the most aggressive of the six, as exhibited by three general recalls in race one and a four way "logjam" at Blossom Rock in the fourth race that saw the inside three boats collide. (In the subsequent protest meeting, which one observer termed a "gang rape", the outside boat was quickly tossed.) *Oathead*, on the inside of that particular mess, got sandwiched between the buoy and the next J/24, leaving a nasty souvenir of the weekend on her port side. Such is the price, apparently, of victory in this fleet.



Fortunately for all concerned, Audi has signed a contract with *Sailing World* for at least two more San Francisco events. More classes will be invited next year (the Express 37s and Newport 30s withdrew a few weeks prior to the regatta, and it was too late to get other classes to join in), and we think this event is destined to become an overnight sensation like the Volvo Regatta. In fact, a straw poll among the racers at the NOOD seemed to actually favor it over the Volvo (mainly because of the weather, but also because everyone preferred keeping the shoreside activities at St. Francis).

Comparisons between the Volvo and the Audi regattas are inevitable, and we figure a little healthy rivalry between the two can only make each regatta even better. "We need more weekends like these two," claimed Carl Schumacher, who sailed his Express 27 *Moonlight* in both events. "These days, I'd rather do a high calibre deal every month or so than do a long Bay race every other weekend. Quality, not quantity, is what I'm after."



In the NOOD mood: 'Sailing World' editor John Burnham enjoyed sailing with old friends in the J/24 class.

Audi and Volvo, as well as good-time weekend events such as the Big Daddy, Vallejo Race, Wheeler Regatta, Resin Regatta, Great Pumpkin, Stone Cup and others). Don't kill the messenger, but we figure the handwriting is on the wall for YRA if this exodus continues.

And after sailing in the NOOD — and giving some serious thought to the state of local yacht racing — we're not so sure this new trend is a bad one. In fact, these days we're saying the same thing we said before the NOOD weekend: "Geez, just what the Bay Area needs — another regatta". Only this time we're saying it with a smile and genuine enthusiasm.

For better or worse, Schumacher and many others are leading a trend towards eschewing the tedious YRA summer schedule and devising their own 'customized' racing programs (concentrating on corporately sponsored events such as the

— **latitude**/*rkm*

NOOD RESULTS

EXPRESS 27 — 1) **Summer Palace**, Ted Wilson/Norman Davant, 9.5 points; 2) **Flying Circus**, Gene Ryley/Dave Hodges, 10.5; 3) **Jammin'**, Skip Shapiro, 12.75; 4) **Locomotion**, Scott McRoble, 21; 5) **Desperado**, Mike Bruzzone, 37; 6) **Moonlight**, John Franklin/Carl Schumacher, 38; 7) **Peaches**, Tom Martin, 41; 8) **Jalapeno**, John Stewart, 45; 9) **Friday**, John Liebenberg, 53; 10) **Archimedes**, Dick Swanson, 40. (20 boats)

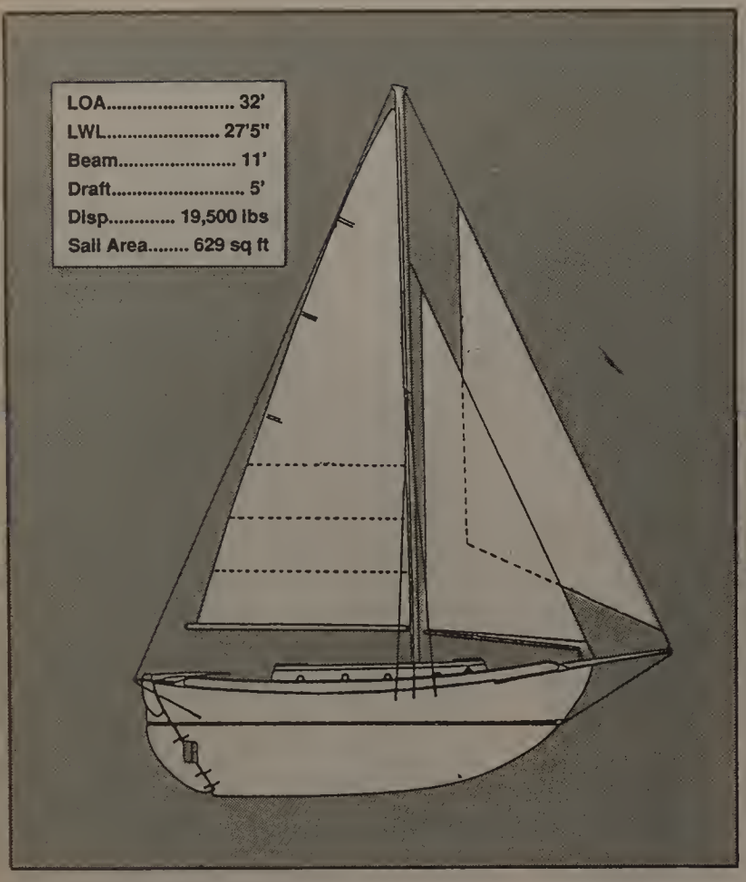
HAWKFARM — 1) **El Gavilan**, Jocelyn Nash & Family, 5 points; 2) **Warhawk**, William Patience/Dave Henkel, 13.75; 3) **Notorious**, James Hirano, 14; 4) **Osprey**, Dale Closner, 20. (7 boats)

J/24 — 1) **Oathead**, Herb Cole, 14.75 points; 2) **Casual Contact**, Keith Whittemore, 16; 3) **Electra**, Richard Maisto, 16.5; 4) **J-Walker**, Donald Nazzal/Phil Perkins, 22.75; 5) **Jail Bait**, Frederic Lafitte, 32.75; 6) **West Contumacious**, Frank Alexander, 33; 7) **Sweeney Todd**, David Menis, 38; 8) **Segelvergmugen**, Peter Young, 46; 9) **Just Jake**, Mike Grandin, 58; 10) **AWB**, Steve Stroub, 58. (21 boats)

J/35 — 1) **Current Affair**, Allen Bray/Howie Marion, 15.5 points; 2) **Gadzooks**, Ted Willhite, 16; 3) **Jackrabbit**, Don Hebard, 16.75; 4) **Equanimity**, Randy Paul/Jeff Madrigali, 17.75; 5) **Redline**, William Fawns/Don Trask, 22; 6) **Abba-Zaba-Jab**, Larry Harvey, 23.75. (11 boats)

OLSON 30 — 1) **Impulse**, Barry Danielli, 6.25 points; 2) **Think Fast!**, Albert Holt, 8.5; 3) **Killer Rabbit**, William Coverdale, 17. (6 boats)

SANTANA 35 — 1) **Dance Away**, Bob Bloom, 7.25 points; 2) **Swell Dancer**, Jim Graham, 7.5; 3) **Wild Flower**, Art Mowry, 17; 4) **Take Five**, Paul Sinz, 20. (8 boats)



WESTSAIL 32

There has never been — nor likely will there ever be — a production boat that stirs emotions like the Westsail 32. A 20-year-old design now more than a decade out of production, the 32 remains at once the most the most revered and maligned of all production boats.

Unfairly, we might add — on both counts. The ubiquitous Westsail 32 is neither the "ultimate cruiser" of PR legend, nor the "wetsnail" of common vernacular. Both those monsters were created by the "Westsail the World" phenomenon, certainly one of the most successful advertising campaigns in history. Basically, what that program did is dress a mild-mannered Clark Kent of a boat in the spandex of hyperbole and pass it off as a do-anything Superboat.

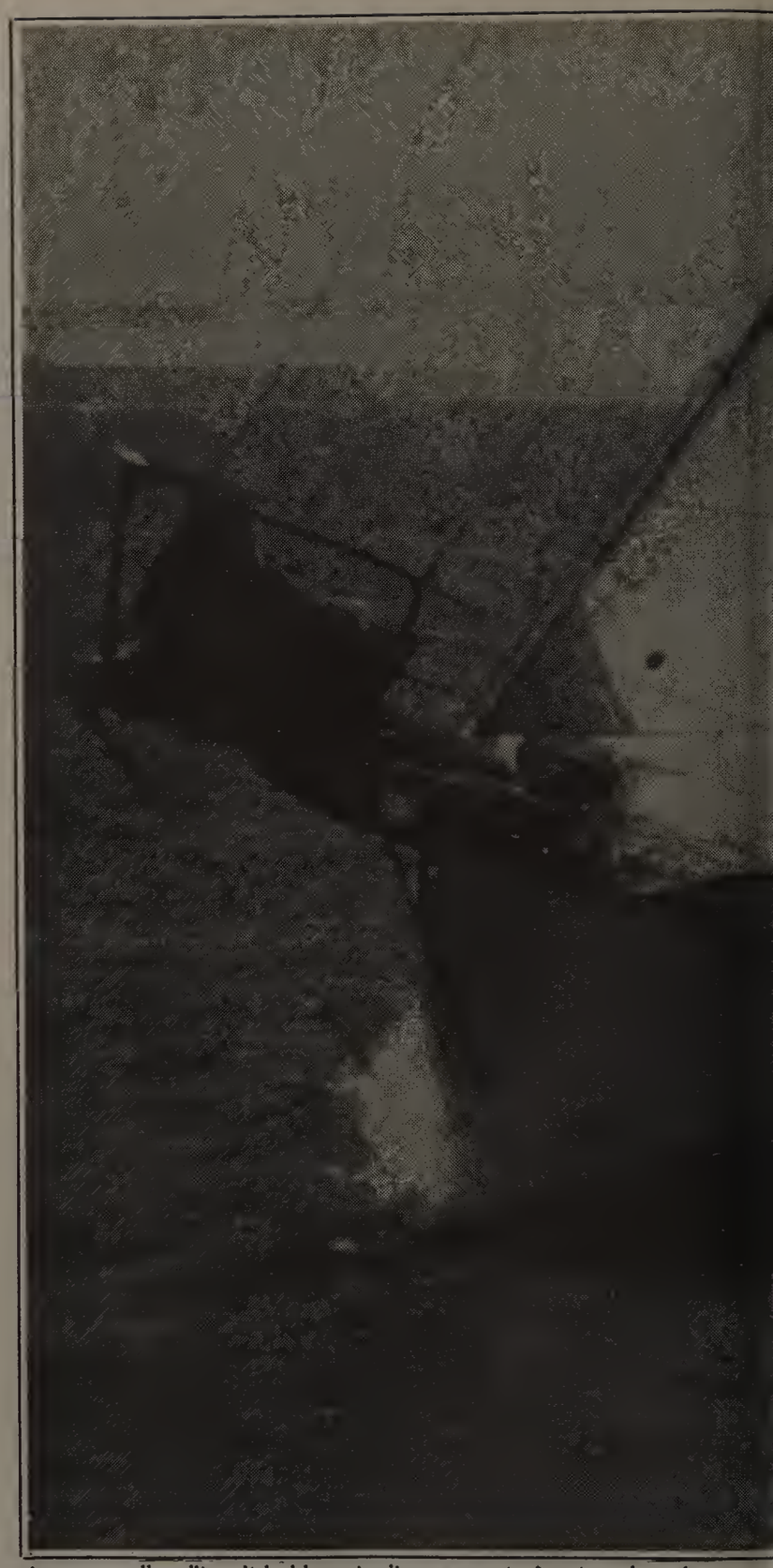
And people bought it. Lots of people. Lots of people who are reading this. Come on, 'fess up. Hey, we'll admit it: at one time we wanted a Westsail 32 so badly we seriously contemplated getting a real job. You know, where you have to wear a tie and everything.

So before we go any further, let's explode a few myths. The following claims, excerpted from a mid-'70s brochure, are typical of what Westsail was shoveling — and so many of us were eating up:

"The Westsail 32 is the first fiberglass sailboat ever built for serious cruising sailors." — Nonsense. The first fiberglass boat to circumnavigate the world (in 1961) was one of the lovely Tom Gillmer-designed Allied Seawind ketches, a production American cruiser *still* sought after by 'serious cruising sailors'.

"In 1969, W.I.B. Crealock converted (Colin Archer's) famous wooden double ender into fiberglass for Westsail." — Wrong. In 1969, Crealock adapted it for Southern Californian Larry Kendall from a William Atkin design. At $18,590 apiece, Larry built about 30 flush-decked Kendall 32s before the business folded in 1970. Lynn and Snyder Vick, founders of Westsail, bought the molds at a tax auction.

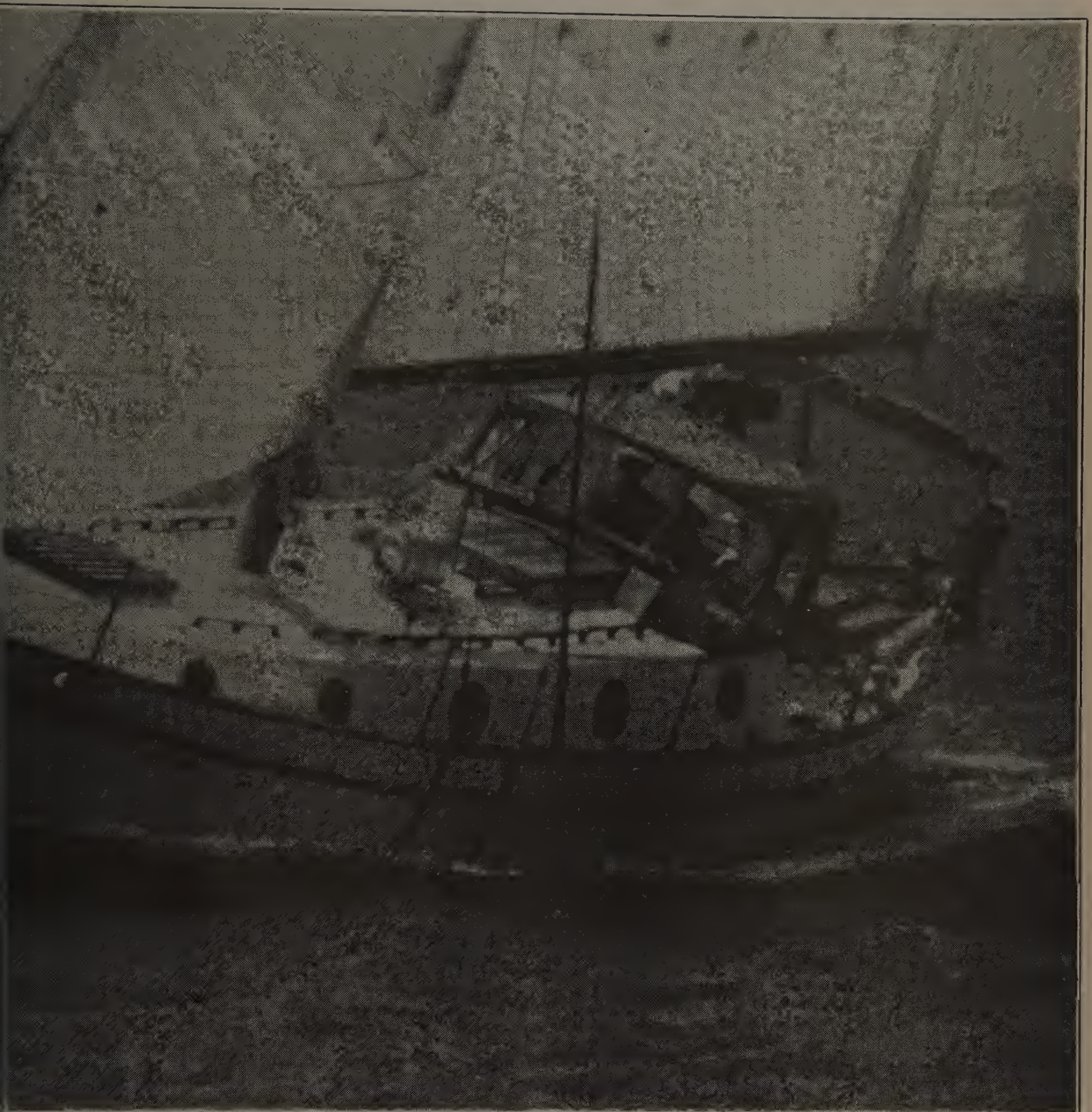
"The cockpit area offers comfortable, protected seating..." — Westsail 32s don't have 'cockpits'; they have a 2x3-ft well and you sit on the deck, exposed to every dollop or rivulet of spray that comes down the windward side until you install the mandatory dodger and/or combing. (This is nevertheless an advantageous arrangement, since a small well can't hold a crippling amount of water when the occasional rogue sea comes aboard.)



"A full tank of diesel lasts a Westsail owner months or even years depending on how much of a purist he is." Oh puleeeese. We suppose a little old granny just sailed the boat to church every Sunday, too.

"See that 40 foot racer-cruiser over there? Let's see if we just can't pass her.... You showed them! SHE SAILS! FAST!" — Okay, here it is at last: judgment day; where the rubber meets the road; *the* big, bad, burning issue of the Westsail generation: Is the 32 a good sailor or, well, a wet snail? Let's put it this way: If you're used to boats that point really well, that respond to minute adjustments in sail trim and rig tune, that go to weather at more than 5 knots and top out at more than 7 1/2 flat-out, a Westsail 32 will probably disappoint you.

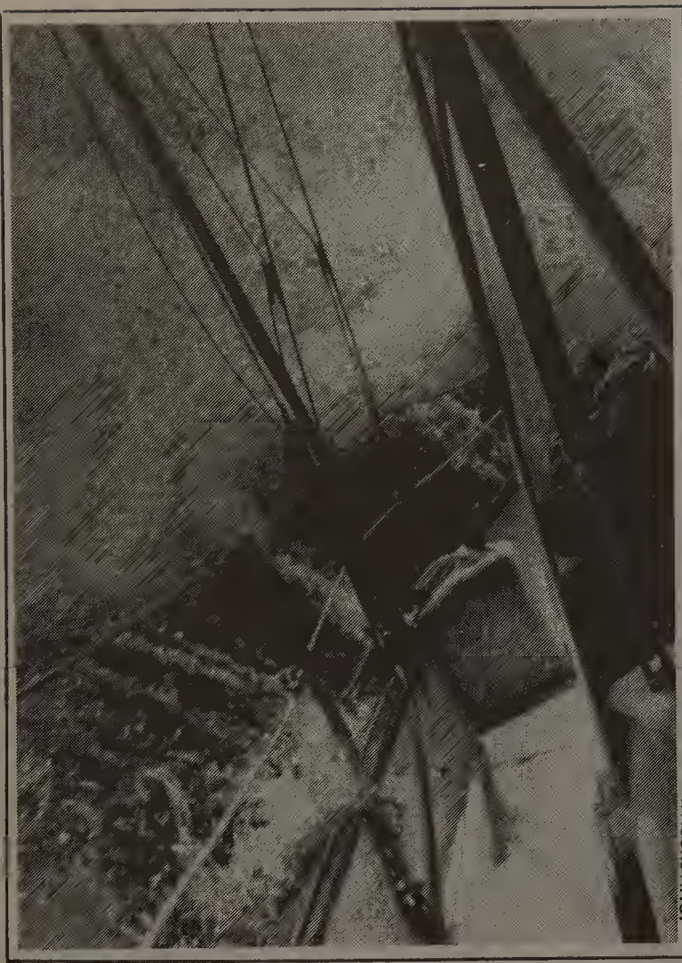
There. We said it. The sordid truth is finally out.



You need it spelled out? Want to twist the knife? Boat for boat, a stock Westsail 32 is not going to beat *any* 40-ft racer-cruiser we know of (or most 30-footers, for that matter) on any point of sail. So if that's all you wanted to know, you can stop reading right here. Never mind that the Westsail likely has a larger, nicer interior; can carry more; is more comfortable to live aboard at anchor and during passages; will last longer; will be more forgiving of owner neglect and mistakes; has a better chance of surviving groundings and other mishaps; and quite likely will hold its value better. But nope, it won't outsail them.

Of course, deceptive (though seductive) advertising wasn't the only way Westsail Corporation contributed to the 32's wildly divergent reputations. Almost everything about the company was so unique it will probably take another two decades to sort out all the complex and often contradictory signals that reverberate through the industry to this day, among them: the widespread availability of kit boats; the perception of heavy displacement, teak-laden double enders as the 'best' cruising boats; and the sport's current two-party political system. Hardly anyone is just a 'sailor' anymore; nowadays we claim allegiance to either the racing or cruising fraternities.

In a nutshell, Lynn and Snyder Vick took Westsail from a backyard operation in 1971 to, by 1976, a $10 million company with factories on two coasts pumping boats out the door as fast as they could build them. At the height of glory, Westsail sold 46 boats in one month. As if they needed a windfall, an editor from *Time* bought one, and a short time later an article appeared in the magazine identifying the Westsail 32 as 'the ultimate cruising boat'. A former Westsail employee claims that within 30 days, the entire production line was sold out for the next *two years*.

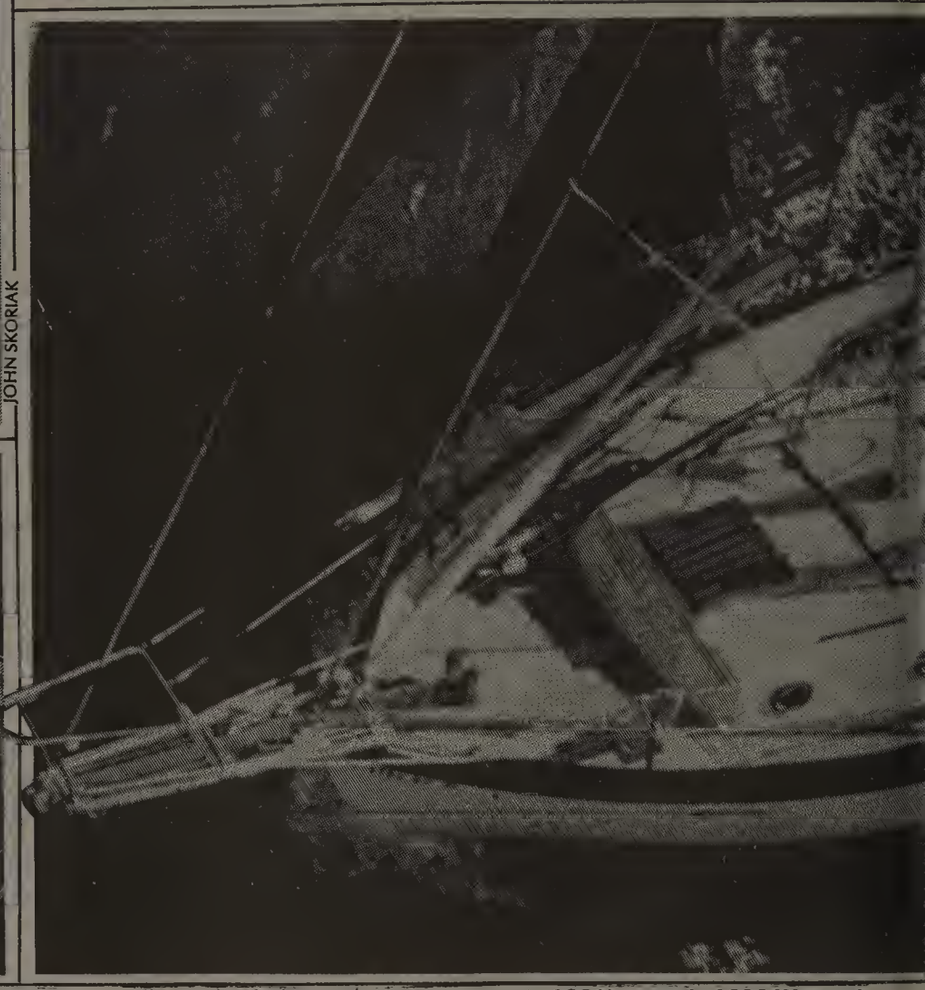


JOHN SKORIAK



COURTESY JOHN ARNDT



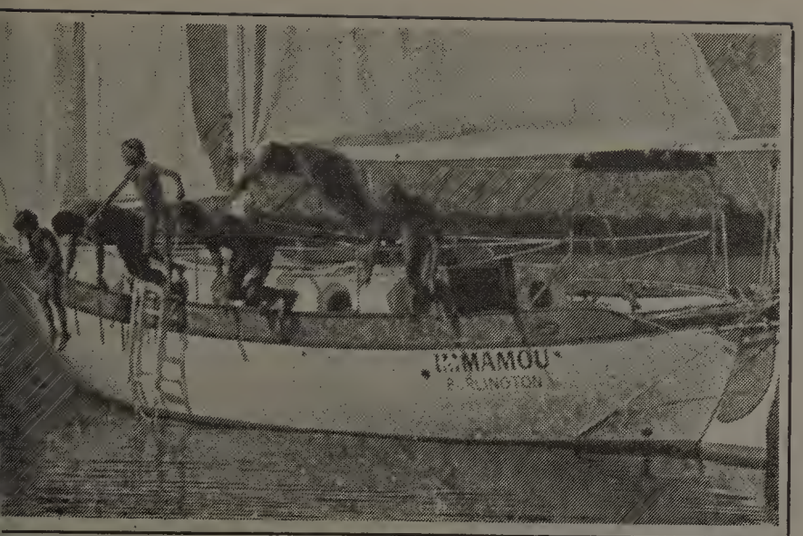


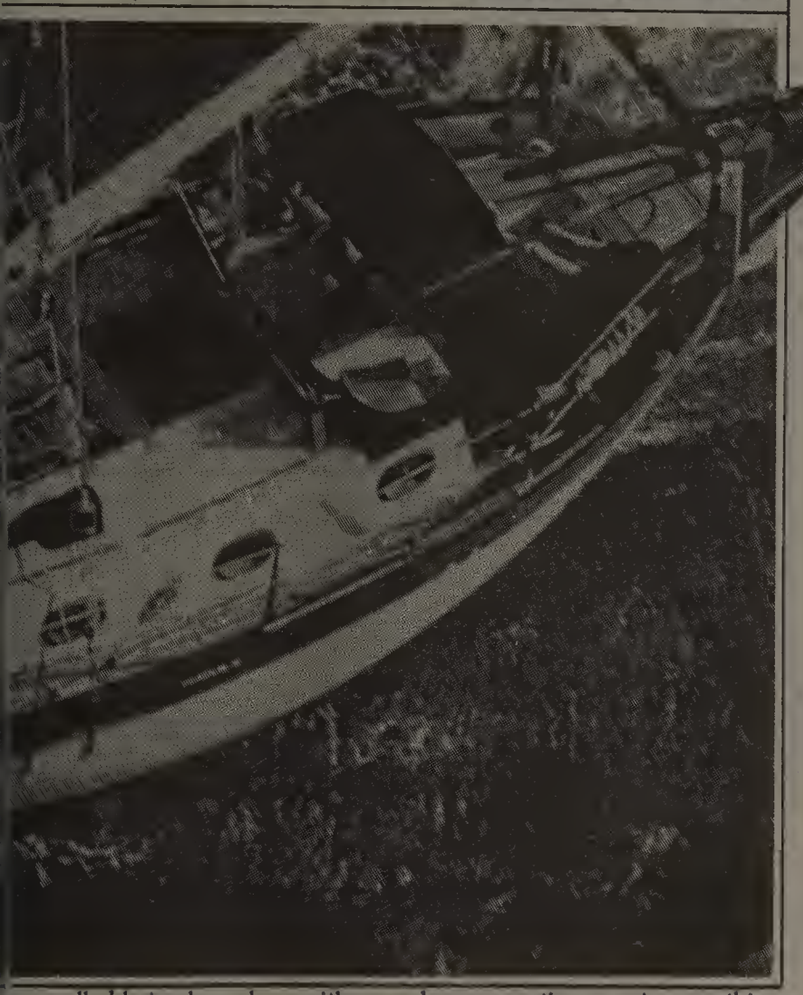
There were chinks in the armor, however. For one, Westsail didn't use dealers — with a track record like that, who needs dealers? More power to 'em, but the 32's image suffered at the brokerage level. For another, a kit builder who did a shoddy job tended to make the manufacturer look shoddy. Third, many folks, doubtless thinking themselves purists, opted for the smallest engine available (the Volvo MD2), which simply doesn't have the oomph to handle the 32's 10-ton bulk — but it did plenty to enhance its reputation as a pig under both sail *and* power. (The larger Volvo MD3 and Perkins 4-108 options worked fine.) And finally, a lot of people who built or bought Westsail 32s — a *lot* of people — had never sailed before. Watching them must have provided endless hours of entertainment around yacht club bars, as well as convinced observers that the rumors were true: the Westsail 32 couldn't sail its way out of a wet paper bag.

Like them or loathe them, it came as a shock to the boating community when Westsail filed for Chapter 11 in 1977. Ironically, the company had become a victim of its own success: by the time they built a boat that had been sold a year earlier, inflation had eaten up the profit. Of course it was more complicated than that, but we're not here to analyze the rise and fall of Westsail Corporation. When it was all over (including a short resurgence in 1981), a total of 830 Westsail 32s had been built (and 120 WS 42s, 65 WS 43s, 60 WS 28s and a handful of WS 39s). Of those, about 90 reside in Northern California.

For all its unorthodox *modus operandi*, Westsail Corporation also did a lot of things right. For example, it had an excellent product support program. Working with the then-new (and still going strong) Westsail 32 Owners Association, refinements and improvements came down the pipe rapidly and regularly. One of the earliest and most successful of these was optimizing the sailplan.

In addition to less-than-spectacular performance, stock 32s exhibited excessive weather helm. The problem was too much sail area in the main and not enough in the foresails. The fix was developed by Bud Taplin, Westsail's first general manager (1972-'74), and Costa Mesa sailmaker Kern Ferguson: reduce the area of the main and stick one of Kern Sails' big "super Yankees" on the headstay. Many Westsailors reduce the main area by simply sailing with a single reef in all but the lightest conditions. More permanent fixes include hollowing the roach and even shortening the boom. When combined with a rig tune by someone who knows what they're doing, these changes, say owners, make the 32 behave like a different boat; one





well able to chug along with — and yes, sometimes past — anything in its size and displacement range.

Another place where Westsail shined was in consistency and quality control. They built boats right. And they built them rugged. The Westsail 32's hand-laid fiberglass hull is among the thickest and strongest of any production boat — "About three times what it needed," says Taplin. Alternating layers of resin-heavy mat and roving bulked the hull out to 5/8-inch thick at the waterline and nearly an inch in the stem and along the bottom.

The stories of Westsails surviving mishaps that would have destroyed lesser boats are legion. Three years ago, Pat and Kevin McGrath's 32 *Criterion* was clobbered by a freighter near Pt. Conception. The impact destroyed the port interior of the boat, but the deflected hull popped back out. The rig stayed up, and despite an 8-ft main crack (and many minor ones) in the hull that extended below the waterline, leakage was practically nil. The couple was able to motor safely into Santa Barbara. In 1983, Hurricane Alicia deposited a 32 on the front lawn of the Galveston Bay YC, high and dry but none the worse for wear. In March of this year, Michael Johnson's *Aissa* was rolled 360 degrees by a freak wave 200 miles off the Southern tip of New Zealand. After cutting the fallen rig free, the Virginia sailor and his wife also motored safely into port. Possibly the unluckiest Westsail 32 of all is one that sailed onto a Caribbean reef and sank a couple of years ago. It was raised, repaired and relaunched, whereupon Hurricane Hugo came through and sank it again. It's currently undergoing a second restoration.

While limiting its performance potential, it's worth noting that the boat's heavy weight and high displacement/length ratio (418) also afford it a seakindly motion, even hove-to in a blow. Just as important for world-bound cruisers, Westsail 32s have so far proven virtually impervious to serious blistering.

All in all, the past 20 years have proven the 32 to be a competent cruising boat in every respect — no apologies needed. In fact, considering the design has probably accumulated more collective miles under its keels than any in history — all with virtually no major structural problems — well, those old myths are the only thing we see that could possibly keep the naysayers going. As for the rest of us, maybe it's finally time to torch a few old bridges and start judging these fine little cruisers on their own merits.

Bud Taplin has become something of an unofficial godfather for the 700-strong Westsail owners group over the years. He didn't plan it that way, but so many people kept bugging him to survey their boats or fix them or supply parts, that somewhere along the way he turned it into a full-time profession. Worldcruiser Yacht Company keeps him constantly on the phone and on the move these days. The day we called, he'd also received phonemail from Alaska, Puerto Rico, Pennsylvania and Houston.

Bud has accumulated an extensive data base (and warehouse) of fixes and updates for all Westsails over the years. For the 32, that includes such items as improved exhaust systems; replacement bowsprits and boomkins in both wood and stainless steel; and a procedure for stiffening up the coachroof under the deck-stepped mast, which in some boats starts to 'dish' down slightly over the years.

What advice does he have for those whose cruising dreams (now that we've hopefully put them into the proper perspective) are still built around a Westsail 32?

"Number one, look for a boat you *like*. Whether it was built as a kit or at the factory, every one of these boats is just a little different, so look at lots of them until you find one you really like. Depending on condition, boats in the current market go from about $30,000 on up to $55,000 for one that's loaded.

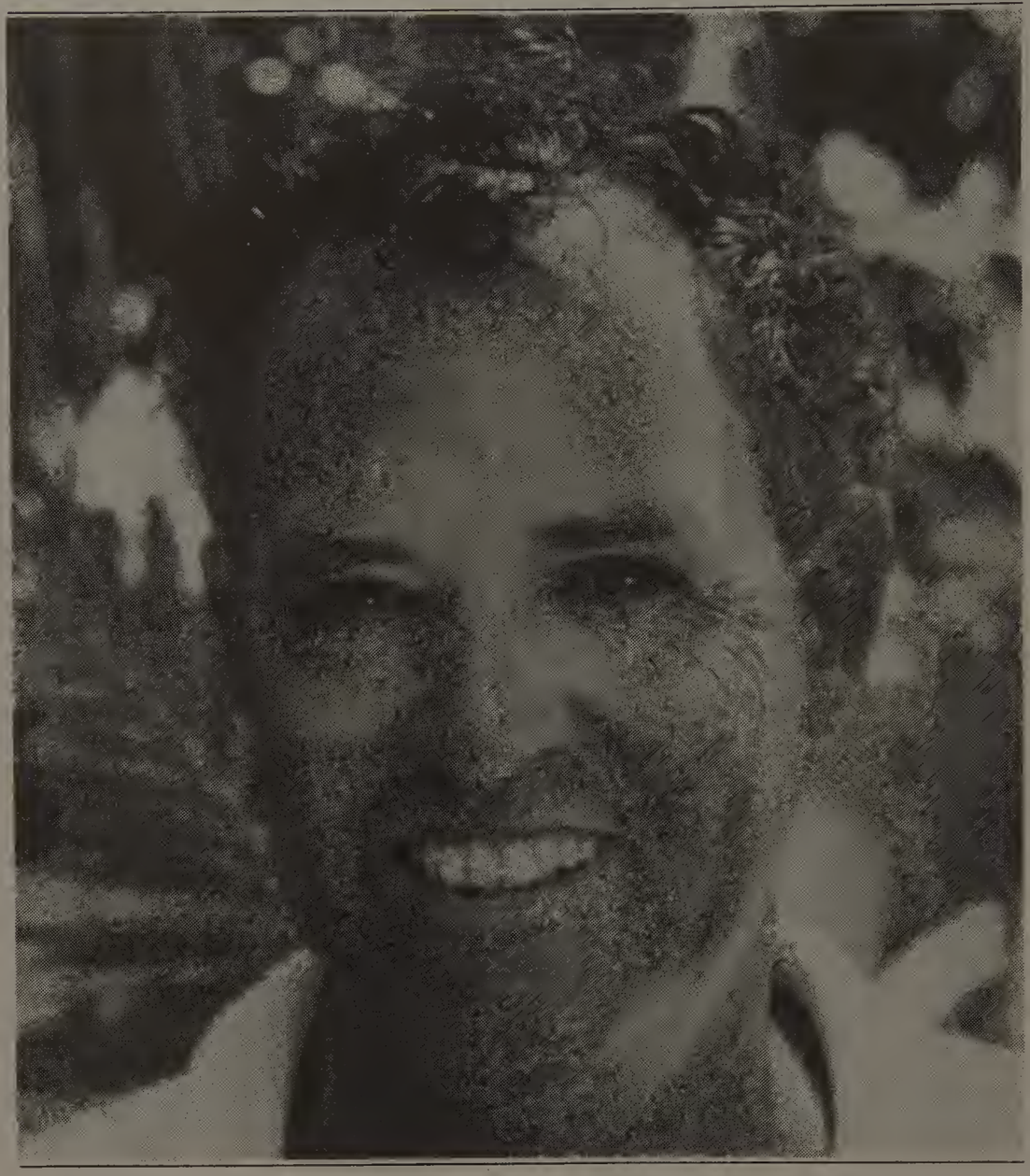
"As far as desirability, I don't feel like factory boats are any more desirable than homebuilts — although lots of people say that. I've seen lots of boats and I'll tell you, many homebuilders did a far better job than the factory. Westsail furnished homebuilders with a wonderfully illustrated manual on exactly how to finish the boats, so it was hard to make any major mistakes. If it's that important, though, you can tell the factory boats from the kits by the letters preceding the serial number. 'WSSF' stood for 'factory', while 'WSSK' denoted 'kit'. Sometimes orders got shifted around a bit, though, and many 'K' boats ended up being finished at the factory.

"And if you *don't* like any of the ones you find, remember you can still 'do it yourself'. Buy a low-dollar boat, gut the interior — it takes a day with a sledge hammer and crowbar — and put in a new interior, new engine, new rig and new sails. You still shouldn't have more than $50,000 or $60,000 in it. Try getting a new boat for that."

Today the molds for the 32 gather dust in Petaluma, of all places. Not so the progeny. They're still out there doing it — sailing second or third-generation dreamers to those far horizons in comfort, safety and pride. And in our book, *that* is the measure of a successful boat.

— latitude/jr

The Westsail Owners Association may be reached by writing George Bachman, P.O. Box 112, St. Mary's City, MD 20686. Bud Taplin's Worldcruiser Yacht Company is at 1310 G. Logan Ave., Costa Mesa, CA 92626. His phone number is (714) 549-9331.



JOHN JOURDANE

John Jourdane, a 46-year-old professional yachtsman from Long Beach, is among the best all-around sailors we know. He's also one of the nicest, best liked and most respected people on the West Coast sailing scene. Jourdane's quiet and soft spoken manner belies his incredible experience: in the last 15 years, he's sailed over 200,000 ocean miles, done over 100 deliveries (including 32 Mexico round trips, 28 Pacific crossings and 12 Atlantic crossings), and raced in just about every grand prix event in the world. When it comes to sailing, John — as the Kiwis say — has "been there, done that, checked it off the list".

Prior to taking up sailing full time, Jourdane spent his life in the academic world. Given his background in science — and his unquenchable appetite for learning — it was perhaps inevitable that John would be drawn towards one of the most cerebral parts of the sailing game: navigation and meteorology. His mastery of both is complete — he is comfortable with everything from sextants to the most sophisticated 'black boxes' — and he has become one of the most sought after ocean navigators in the world.

Among his other exploits, Jourdane recently sailed in his second Whitbread Race, this time on the Farr 83 masthead ketch Fisher & Paykel. *(Regular readers may remember that John chronicled that adventure for us in his series of "Whitbread Reports" in* The Racing Sheet.*) We caught up with John a few days ago — he had just delivered* Blondie *up the coast for the Big Boat Series — and came away with the following impressions.*

38: How was your trip up?

John: No problem — it was a real millpond out there, even off Conception and Sur. It rained a lot though.

38: What have you been up to since the Whitbread Race ended last May?

John: I spent a month in Europe with my brother, Mo, immediately afterwards. I was pretty exhausted by the whole Whitbread experience, and needed to get away from sailing for a while. We spent two weeks looking at castles in Spain, and then two weeks on the beach in Greece.

It was weird how the whole Whitbread thing ended so abruptly: we finished the race in Southampton and four days later the boat — our home for the last year — was shipped off to her new owner in Italy. Suddenly, it was over and 18 of us were out in the real world again, unemployed and homeless. I know a lot of the crew, including me, felt a little lost for a while — kind of a post-partum depression if you will.

38: Have you done much sailing since?

John: Well, I'm back aboard *Blondie*, working for Peter Tong, her new owner. We've been doing the sled circuit: Catalina Race, Santa Barbara to King Harbor Race, and now we're here for the Big Boat Series. We also get out for a lot of Long Beach's Wet Wednesday beer can races.

That's about it, aside from last month, when I sailed with Al Schultz on *Camouflage* in the Kenwood Cup.

38: How was that?

John: Great! I love Hawaii — I used to teach high school there before I took up sailing full time. In fact, I still have an apartment in Honolulu, so it's like going home for me. As for the Kenwood Cup, how can you have a bad time? It's the best regatta in the world! The sailing conditions, the organization, the parties. . . It's first class all the way.

38: You've done a few of the Clipper/Kenwood Cups, haven't you?

John: Actually, I've done every one of them, starting with *Carrie Ann V* in '78; *Race Passage* in '80; the little *Brooke Ann* in '82; the big *Brooke Ann* in '84; *Crazy Horse* (as *Brooke Ann* was renamed) in '86; and *Indulgence*, a Briand 43 on the British team in '88. In fact, one of the bigger thrills I've had in sailing was winning top individual honors at the '86 Kenwood Cup on *Crazy Horse*.

38: What about the lack of participation at this year's Kenwood Cup?

John: Well, there's no doubt IOR is dying. There was a certain glamour to the rule, but it got too expensive and professional — and eventually killed, or is killing, itself. In the end, the only ones left playing in IOR will be the ones with money, which these days means the Japanese. But even as IOR fades away, I think the Kenwood Cup will survive. They'll just change the format to something else like IMS, or level racing such as the next Admiral's Cup, which will be just for one tonners, two tonners and 50s. The Kenwood Cup's too good to die.

38: What about the future of yacht racing? Where do you think we're headed?

John: I'm a big fan of one design, and I think the sport's evolving back towards that format. What's happened in the ULDB 70 class is a perfect example: the owners have formed their own association, made their own schedule and rules, and are having a ball.

38: What about the issue of professionalism?

John: Well, I don't think it's good or bad, it just *is*. And it's here to stay — four years ago, the Whitbread Race was a lot more casual, more of a 'let's get the boys together and sail around the world' attitude. Now, it's really intense. Everyone's paid well on the top boats, and they should be because it's a lot of hard work. You don't do the Whitbread Race because it's fun. . .

The problem comes when you mix amateurs and professionals in the same event. I think each class should make their own rules — like the sleds, the 50s, the Ultimate 30s — regarding professionalism. Likewise, regattas can impose limitations on owner/drivers, number of sails and so on — or separate the classes into open and corinthian.

One of the great things about sailing is that there are a lot of levels to compete at — everything from the Olympics to non-spinnaker beer can races. It's sort of a self-selecting process, and everyone eventually finds a level they feel comfortable in.

38: Why did you do the Whitbread Race if it wasn't fun?

John: (laughs) Sometimes I wonder myself. I don't know, probably for the same reason I've run in marathons and done triathalons — to prove to myself I'm still alive. To push myself to the limit, to live on the edge. . . All the same reasons anyone's attracted to the ultimate challenge in any sport.

When you've spent 6,000 miles bashing upwind — as I did on the Farr 80 *Enterprise New Zealand* in the first leg of the '85 Whitbread — it changes you. Everything else suddenly seems easy — TransPacs and Mexican races seem like daysails to me now.

38: Earlier you mentioned winning the Kenwood Cup on *Crazy Horse* was a particular thrill. Besides your two Whitbread Races, what are some of the other 'thrills' you've had racing?

John: There have been so many! I've been lucky to work for three really great owners in the last decade — first Larry Harvey on the N/M 41 *Brooke Ann* and then the N/M 49 *Crazy Horse*; later with Pat Farrah on *Blondie* and *Ragtime*; and now with Peter Tong. All run superb projects, and it would be hard to isolate highlights of those various campaigns.

Maybe the windy '87 Cabo race on *Rags* — we hit 28 knots! Maybe it was when we had a clean sweep in the '88 Cabo via Guadalupe Race on *Blondie*. . . Or maybe it was in '85 when we won Long Beach Race Week and the Big Boat Series on *Crazy Horse* with straight bullets.

38: That was back when Paul Cayard was driving it, right?

John: Yeah, he was amazingly good. I've sailed with a lot of world class skippers — Blackaller, Deaver, Durgin, Haines, Nelson, North and others — but Cayard's in a class of his own. He may be the best helmsman in the world today.

38: What were some of the 'lowlights' of your career?

John: One that still bothers me was losing the mast on *Enterprise New Zealand* in the third leg of the '85 Whitbread Race. It fell 3,000 miles from Cape Horn, and it took us seven days under jury-rig to get back to New Zealand. I never did get to finish that race, which is maybe another reason I felt the need to go back last year to complete what I'd started.

Other things I'd rather forget include five more dismastings (including one on *Ondine IV* right in the middle of the Atlantic); seven broken rudders (four of which were on *Crazy Horse*!); and a few man overboards, the most memorable of which was when Rob Snyders fell off *Crazy Horse* at night in the '86 Molokai Race.

There've been some nasty deliveries back from Hawaii and Mexico, too, but they all sort of blend together now. I've been careful enough — and lucky enough — never to run a boat aground or have one sink under me.

38: Quick, knock on wood! Anyway, let's back up a bit. When did you begin sailing?

John: I grew up in Huntington Park, and my family used to rent a cottage in Belmont Shore every summer. One day when I was about ten, Mo — who's two years older than me — and I scraped together enough money to rent a Sabot for an hour. We literally didn't have a clue what we were doing, and ended up sailing into a bridge. Of course, we didn't know how to sail upwind, and we ended up walking the boat back up the shore for a half a mile to the rental shop. It was an inauspicious beginning!

Mostly, back then, I was into surfing and competitive swimming.

It was really only after college that I started getting serious about sailing.

38: What did you study in college?

John: (laughs again) I guess I'm pretty overeducated for what I'm doing now: I received a B.A. in zoology from UCLA and a masters in education from USC. In between getting those two degrees, I did a two year stint in the Peace Corps down in Colombia. That's where I learned to speak fluent Spanish, which has been a great help with the Mexican deliveries.

38: How did you get interested in sailing as a career?

John: I taught science for 10 years at Kamehameha Schools in Honolulu, and used to spend my vacations sailing around the islands with my wife on our Cheoy Lee Offshore 31. One summer, we spent the entire three months sailing around Hawaii — the cruising there is mediocre at best! Anyway, I began doing deliveries between the islands, then TransPac returns and eventually South Seas trips. I picked up a 100 ton Coast Guard license along the way, and pretty soon was having more fun — and making more money — doing deliveries than I was teaching. By then, I was also going through a divorce, and it was time for a change.

Starting in '79, I sailed maxis for a few years in England, the Caribbean and South America. I ended up working for Huey Long on both *Ondine IV* and *V*, and we did Fastnet Races, Bermuda Races, SORCs, and even won the Buenos Aires to Rio Race in '81. It was good to get out and see the world. . . *Ondine* was sort of my apprenticeship into the world of grand prix sailing.

38: How did you get involved in the Whitbread?

John: I guess I've always been intrigued by the idea of sailing around the world — you know, the Mount Everest of Sailing and all that. I got a chance to do it in 1985 because I'd met Bruce Farr in the course of doing the Clipper Cups and seven TransPac races, and I was available. Farr got me on one of his boats, *Enterprise New Zealand*, as a co-navigator/electronics person.

38: There still aren't many Americans doing the Whitbread. How did you get hooked up with *Fisher & Paykel* this time?

John: It's too bad there isn't more American interest. In fact, just eight Americans started the race, and only six finished all six legs (Skip Novak of *Fazisi* and Bill Biewenga of *The Card* checked out early).

I originally was going to sail on *The Card*, and trained with them for two months in Europe. But that was an iffy project, and they were running low on cash, so when Grant Dalton — who I'd met when he was a watch captain on *Lion New Zealand* in the '85 race — called me in Mallorca, I flew down to New Zealand for a tryout. I sailed with them from Australia to New Zealand — after which, they asked me to stay. *F&P* was a truly impressive project; it was a pretty easy decision to switch camps.

"We'd carry the kite until the wind hit 45 knots or the sail exploded."

38: What was it like being the only American on an all-Kiwi boat?

John: Well, I'm used to it: I was the only American on the all-Kiwi *Enterprise NZ* in '85 also. The Kiwis are really nationalistic, so my being an American was really downplayed in each case.

They particularly wanted *F&P* to appear an all-Kiwi effort, especially as the race neared New Zealand. That, as much as anything I think, was why I went from being the navigator to the 'assistant to the navigator' after the second leg. I still did the same function on the boat — working the instruments, as well as standing a watch — but they brought in a well-known Kiwi sailor, Murray Ross, over me. That was fine with me, and there were no hard feelings — Murray's a great yachtsman and an old friend (we did the '85 race together on *Enterprise NZ*).

38: What were some of your other impressions of the Kiwis?

John: They're a tough bunch of guys — really competitive and hard-driving. They also swear more than you'd believe — I was the ESPN cameraman on *F&P*, and after every leg they'd tell me 'Sorry, but we can't use any of your sound track.'!

Surprisingly, over half of the crew smoked cigarettes, which was a shock to me coming from California. When they'd run out, they'd start stealing from each other. . . it was pretty funny. Mostly though, I had these uncontrollable urges to throw all their cigarettes over.

And they weren't big on nutrition, either. Our food was pretty much freeze dried meat and potatoes, and things like that. . . none of it was particularly memorable. The food was definitely secondary to the task at hand.

The Kiwis are also really honest and up front, which is okay with me. If they have a problem with you, they let you know it. A couple times in port, *F&P* crewmembers got into fistfights with each other, but a day or so later they'd go out for a beer and be the best of buddies again.

On the whole, I'm real partial to Kiwis. I've travelled around New Zealand a few times — the country is beautiful, the people are incredibly friendly and they're just *crazy* about sailing. They had something like nine hours of *live* TV coverage as the boats came into Auckland this year! I could happily live down there. . .

38: What was Grant Dalton, your skipper, like to sail with?

John: I like Grant, but he's kind of a 'Rambo' guy, a super-competitive person obsessed with challenges and winning, even if it's just playing a game of darts or lifting weights. He ran the boat like we were in the military — we went through a fitness program in Southampton before the race with the British Royal Marine Commandos that you wouldn't believe! That was the best shape I've ever been in, though it didn't last through the course of the next nine months. Let's face it, sailing's just not a 'fitness' sport.

38: How would you compare *Fisher & Paykel* to your nemesis, *Steinlager II*?

John: In general, I'd say *Steinlager* had the race won before it started: Peter Blake had what turned out to be the best design, a great organization and lots of money. During the race, Blake ran a much more relaxed program — they seemed to have more fun, and were closer as a crew. Of course, everything's easier when you're winning! They also sailed with less people (15 to our 18), using a watch system where 10 people were on deck in the rougher weather.

Speedwise, the Red Boat was faster in light air than us, which seemed to come into play at the end of every leg. They basically had the race sewed up after the first leg, when four days into the race Blake sailed way west in search of better wind. We thought the Azores High would kill them, but it worked: they finished 24 hours ahead. From there, it was mainly just a matter of covering and not breaking down. They were able to sail more conservatively, while we were always pushing to the limit. When you push too hard, you make mistakes and break things.

38: What broke on your boat?

John: This was by far the best prepared boat I've ever sailed on; in fact, I'd say the top four boats in the fleet — *Steinlager*, us, *Merit* and *Rothmans* were the best prepared and best crewed boats ever to compete in this race.

Still, we broke all kinds of things. In the first leg, our mizzen mast broke five days out of Punta Del Este; in the second leg, a

halyard winch ripped off the deck; in the last leg, we almost lost the mizzen again when the mizzen forestay failed. Halyards and spinnakers broke, but they're expected to. We'd go through the whole boat religiously after each leg, looking for the slightest damage.

38: What was the scariest part of the Whitbread for you?

John: I think for the whole fleet it was on the second leg, the long one from Punta Del Este to Fremantle. All the boats went way south into the Southern Ocean, where it was really windy, colder than hell and we were dodging icebergs. It was nuts really: seven people went overboard on that leg, and one died. On *F&P* we'd carry the kite until the wind hit 45 knots or until the sail exploded, and going forward during those times was scary, especially at night. There was ice and snow on the decks, and often you couldn't feel your fingers or toes — virtually everyone got frostbite. We'd literally crawl around the decks, thinking through each maneuver as if it could be our last.

38: 45 knots?? What was your top speed?

John: We hit 32 knots under a storm chute and a double reefed main once. It was at night, and it was wild! Walls of water shot up so high on each side of the boat that it was like sailing in a tunnel. We called it being in the 'green room'.

We did 2,058 miles during those 6 days — which would be like shaving almost two and a half days off the TransPac record! We did a 392 mile day and a 387 miler. *Fortuna* did a 405 mile day — and all this was verified by ARGOS satellite positions.

38: Wow! Compared to that rounding Cape Horn must have been a stroll in the park.

John: Actually, it was pretty calm when we went passed the Horn. But it was the first time I've been around it, and it was a memorable experience for that reason. I always figured the Horn would be a mystical kind of place, and it didn't disappoint me. It was misty and rainy as we passed, and the Horn itself was this evil-looking black land mass which loomed over us. You could feel the presence of the past sailors and ships. . .

38: What was the prettiest part of the trip?

John: (pause) Other than the finish line? That would also have to be the Southern Ocean. It's the most pristine, beautiful place on the planet. The water is amazingly blue and filled with wildlife. . . it's an absolute wilderness.

Most of our oceans are pretty clean in the middle; it's only as you near 'civilization' that you see the change. We're peeing in our swimming pool — the ocean is dying, and we're killing it! It's so vivid to me after seeing the Southern Ocean. . . I'm all for banning tin bottom paints, offshore drilling, or whatever else it takes to save the oceans. Locally, we should disqualify *any* boat from *any* race for throwing so much as a gum wrapper overboard. They've been doing that in Hawaii for years.

38: We agree with you! But back to the race — was it ever boring?

John: Oh sure, but I'd write in my journal, catch up on my sleep or read a book. In the slow times, we'd sit on the rail and talk about things. You come up with some pretty weird stuff, especially at night. For instance, we figured out that if it took an average of 15 minutes to get dressed for a watch (and longer in the Southern Ocean, where we wore four layers) and 10 more to get undressed afterwards — which we did six times a day for 127 days — that meant we spent a total of over five days of the race just *dressing and undressing*! You have lots of time to contemplate stupid things like that out there.

38: What was your favorite port of the race?

John: Auckland, of course! The two Kiwi boats were the prodigal sons returning home, and the reception was simply overwhelming! We were like NFL heroes there, signing autographs for kids, the whole thing. . . New Zealand declared a national holiday when we were there, and they had a tickertape parade down the main street of Auckland for us!

There's not much to do in Uruguay, which forced all the crews to hang out together, which was nice. We got to be friends with *NCB Ireland* in particular. Fremantle was a disappointment — everyone there seemed oblivious to the race. Southampton was quite friendly, and Fort Lauderdale was a real surprise — the whole community turned out to greet us.

38: Didn't you do a lot of promotion for the Whitbread Race during the U.S. layover?

John: Yes, I did quite a few radio and TV interviews. I also went up to New York and presented a Whitbread flag to the Secretary General of the United Nations. I appeared on "Good Morning America", and spoke at the National Press Club in Washington, DC.

"Walls of water shot up so high on either side we called it 'being in the green room'."

38: Would you do the race again? What about skippering your own boat next time?

John: Like a lot of things in life, you block out the bad parts and remember only the good. Racing around the world's a pretty addictive experience, and I'll probably do it again. Right now though, I don't know if I have the energy to do it as a skipper, to start raising money and getting everything organized. Actually, I'm quite happy being back on *Blondie* at the moment.

But the new 60-foot class has a certain appeal to me: the idea of seven-man crews racing BOC-type boats — with water ballast and fully battened mains — is intriguing.

38: What's next for you?

John: Well, I'm beginning to write a book about this year's Whitbread Race. It'll be from perspective of a lone Yank sailing 33,000 miles surrounded by crazy Kiwis, and I was thinking of calling it *Grunt Up, Mate*. That's Kiwi slang for 'give it that extra effort', and we'd say it all the time, whether lifting weights at the gym or pulling sails around the boat. It would be an appropriate title, but maybe it's a little too far out there.

I've got hundreds of pictures and a whole lot of notes to go through. Hopefully, I'll be done by Christmas. There should be a bunch of other books hitting the market by then — Skip Novak's, Peter Blake's, Grant Dalton's and Tracy Edwards' — so it's an incentive to get to work!

38: Ha, a deadline! We love it! What about after the book's done?

John: Who knows? Someday, I'd like to build a house on this property I own on the water near Hilo, on the Big Island. But I've been talking about that for 15 years now, and it can probably wait a while longer.

38: Why stop sailing when you're hot?

John: Yeah, you're right — and it's a good life. I'm able to make a living doing the things I love most in the world: sailing, travelling and always meeting new people from all cultures and walks of life. . .

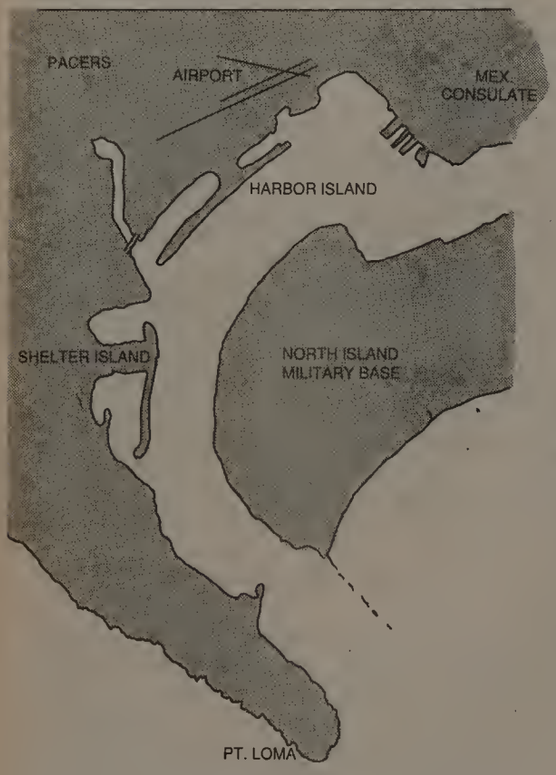
38: It sounds great, John! Good luck in the future, especially with your book deadline!

John: Thanks. Good luck with *your* deadline!

— latitude/rkm

MEXICO PRIMER:

This could be a big year for cruisers heading south to Mexico. As one longtime observer noted, "When the economy looks like it's headed for a recession, a lot of boatowners figure it's the perfect time to cut loose the dock lines and head south."



The 'lay of the land'.

Whether that happens or not remains to be seen. What we do know is that almost everyone heading south will make their last stateside stop at San Diego, gateway to *Manana*land.

There are two reasons — besides the fact San Diego is the closest port to Mexico — that make it the cruisers' last stop: 1. The Mexican consulate in San Diego is, unlike some of the other branches, used to handling the paperwork necessary to cruise a boat in Mexico, and 2. San Diego is able to accommodate more transient boats than any other Southern California harbor.

The worst thing about San Diego is the Harbor Police's history of less than ideal relations with cruisers. Either cruisers suddenly become troublemaking miscreants as soon as they come abeam of Zuniga jetty or the Harbor Police has a chip on its collective shoulder.

You can best avoid hassles with the Harbor Police in San Diego by following every single regulation to the absolute letter of the law. In most California harbors, nobody will say anything if you don't show a black anchor ball during the day or an anchor light at night. In San Diego, the Harbor Police will have you autograph a citation. If you buzz around the San Diego harbor in an outboard-powered dinghy, you better have it registered and CF numbers showing or you'll get warned once (maybe) and written up. For Californians, the latter is merely complying with the law. Other states and Canada, however, allow tenders to be registered as part of the 'mother' boat. The San Diego Harbor Police doesn't care what the laws are like anywhere else, they want to see California-style registration — now! — no matter if you're just staying a couple of days and no matter if it will cost you a bundle of time and money.

To some observers, the Harbor Police's writing up such dinghy violations is symptomatic of a ridiculous inflexibility. Cruisers who are issued registrations for such dinghy violations rarely show up at their court dates because by that time they're in Turtle Bay or Cabo San Lucas — and the Harbor Police knows it. So why waste everybody's time, energy — and taxpayers' money? Some suggest harassing out-of-area cruisers is the way the Harbor Police gets their jollies; we think it's just part of the heavy influence the military has on the San Diego perspective.

But who knows? The bottom line is that it pays to spend the few extra bucks and minutes necessary to keep from being confronted by them. And should you have a problem with them, don't give them any crap, as you'll just be playing into their hands.

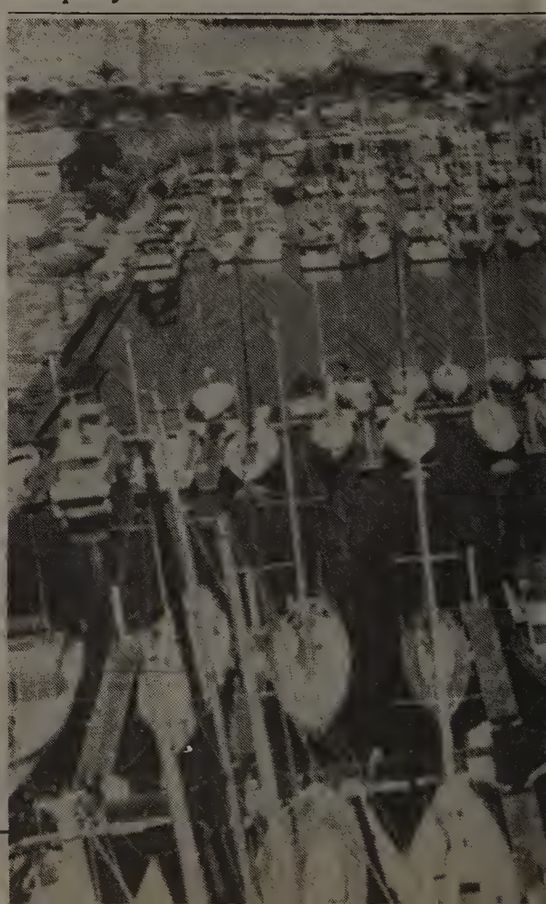
The best way to find out what's going on with the Harbor Police — and everything else of interest to the cruiser in San Diego — is to tune in on Channel 68 Monday thru Saturday at 9:00 a.m. for Pacific Marine Supply's Cruisers' Net. With a couple of hundred boats coming into San Diego to head south during October, November and December, everybody is going through the same routines, and the latest information on everything from anchoring to paperwork is available over the airwaves.

Speaking of anchoring, it can be a bit of a problem in San Diego at this time of year because of all the boats gathering to head south. If you're lucky, there will be space available at the San Diego Police Dock on the tip of Shelter Island. You're allowed to stay there for 10 days at the very reasonable rate of $5/day for the first five days and $10/day for the next five days. Berths are on a first-come, first-served basis. These docks and rates are the best thing the Port District does for cruisers, and we salute them for it. The two drawbacks are that there are no shower facilities, and that it's a long walk to anywhere. Usually, however, you can snag a dinghy or car ride with other cruisers.

According to the Harbor Police, the most likely place you'll be able to find space to anchor for free is off Harbor Island. There's nothing terribly wrong with this, although wakes from big ships will rock 'n roll you from time to time and there's no dinghy dock set up to serve the anchorage. Sources in San Diego say that Harbor Island anchor-outs either sneak their dinghies in at Harbor Island marinas or use Kettenberg's dinghy dock in the Commercial Harbor. The latter is a good distance away from Harbor Island and almost certainly requires a dink with an outboard — so don't forget that registration and running lights at night!

The Shelter Island roadstead used to be a popular — if rolly — anchorage, but all the boats have been moved out and replaced with mooring buoys. Not all have been taken. Call the Wharfinger at (619) 291-3900 ext. 212 for details.

Coronado's Glorietta Bay has long been a popular anchorage, although it's out of the way and said to be packed almost to capacity. We also heard a rumor that all



boats may be required to vacate the area for fear it might be the staging ground for an Iraqi terrorist attack on the North Island Naval Base. Another option is the previously-mentioned La Playa Cove anchorage. This is by permit only, however, and limited to 72 hours. It's always packed during the weekend of Pacific Marine Supply's annual Cruisers' Kick-Off Party (on Saturday, October 20, this year).

There might be other places to legally anchor in San Diego Bay, but it's hard to tell. The law reads something like, "boats are permitted to anchor anywhere in San Diego Bay except for . . ." — and then it lists all kinds of hard to understand restrictions. If you think an area might be legal but you're not sure, give Nate Goodwin a call at (619) 291-3900, ext. 274. While you're at it, suggest the Port District distribute a map showing transients where they are permitted to anchor.

If you're a member of a yacht club, perhaps you can get reciprocal privileges with the San Diego, Southwestern and Silvergate yacht clubs. They've been very good to cruisers in the past, based on what space they have available. You can also try the various marinas to see if they have any openings. San Diego marinas are not cheap, but they usually have excellent facilities, often including pools, BBQs and other goodies. One even offers room service to your boat! Chula Vista Marina, about seven miles down San Diego Bay, has space available and offers special monthly rates for Mexico-bound cruisers. Give them a ring at (619) 691-1860.

While finding a spot to spend a few weeks in San Diego can be a little tricky during the busy weeks of late October and early November, it's usually not too bad. If you're having trouble, put out a MAYDAY — just kidding, of course — on the Cruisers' Net.

One of the big reasons that the Police Dock and La Playa Cove are so popular with cruisers is that they are located at Shelter Island, which is *the* center of the sailing world in Southern California. Within a few square blocks you have Pacific Marine Supply and Downwind Marine, two chandleries that for years have specialized in cruisers' needs, as well as West Marine, Kettenberg and all sorts of marine services, yards, technicians and sailmakers. While trekking in and out of these establishments, you'll bump into people who later in your cruise will have become friends.

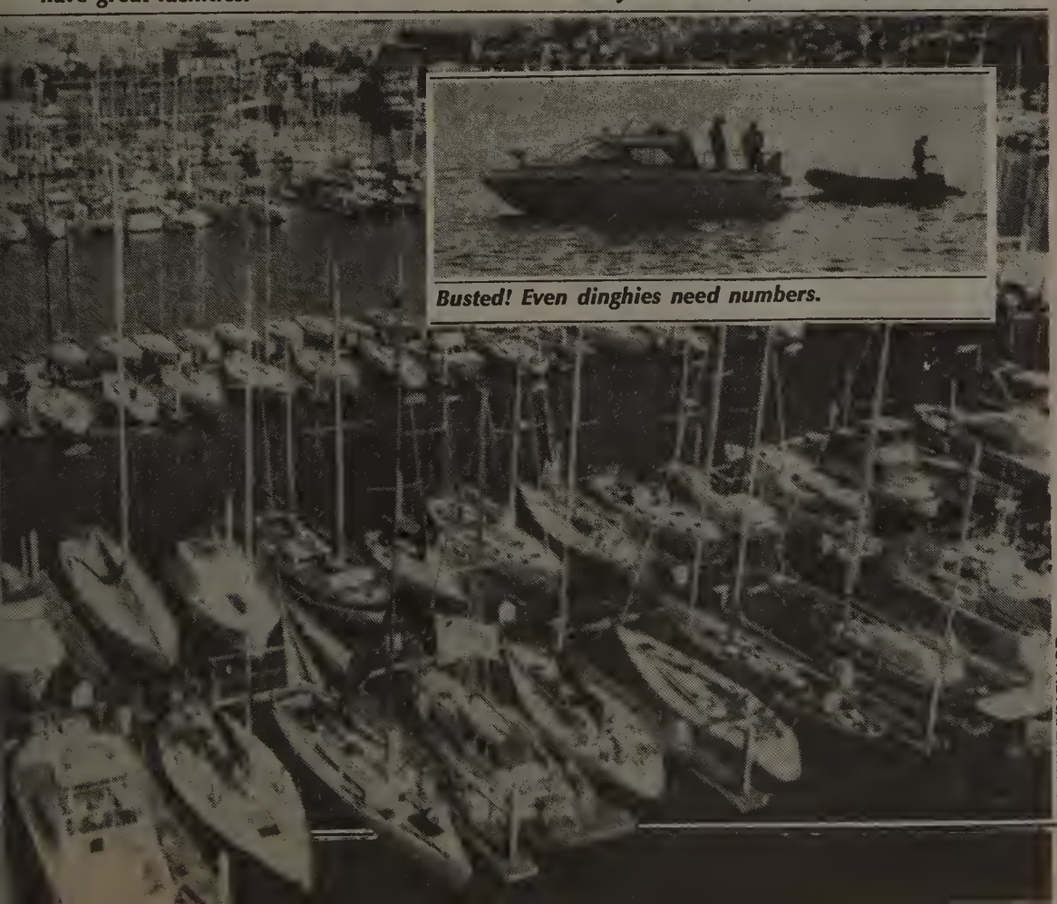
While in San Diego, you need to have your cruising paperwork taken care of at the Mexican Consulate, inconveniently located at 610 'A' Street in beautiful downtown San Diego. How do you get there? If you're new to cruising, you'll probably be inclined to hail an expensive taxi and rush right down or take all day on buses. If you're an experienced cruiser, you put the word out that you need to hit the consulate in the next couple of days and wonder if another four skippers would like to share the cab fare or if there's any way you might be able to reciprocate in some way with anyone driving there the next few days. In the rat race world you're leaving, it's everybody for themselves and time is worth more than money. Things are different when you cruise. Helping your fellow cruiser is important because, as you'll soon discover, there is *karma* out there. And, you quickly learn that you can save precious cruising chips by *not* being in a rush.

Some Like it Hot!

For the fourth year in a row, *Latitude 38* and Papi's YC in Cabo San Lucas will be sponsoring the **Some Like It Hot!** *California to Mexico Cruisers' Rally*. Entering is simple — and free! — all you do is sign up at Papi's when you arrive in Cabo San Lucas. What's in it for you? The chance to win a coveted watermelon and black *Some Like It Hot* t-shirt as well as discounts for everyone on food, drinks and services at various businesses in Cabo San Lucas. About 350 boats sign up each year. Details in the November issue.

And don't forget the California preseason events: **Latitude's *'Mexico Only Crew List Party'*** is October 3, 6 p.m. at the Sausalito Cruising Club (415 383-8200). **Minney's *Marine Swap Meet and Mexico Cruisers' Party*** is October 13 in Newport Beach; the swap meet starts early, the party is at noon (714 548-4192). **Pacific Marine Supply's *Cruisers' Kick-Off Party*** is the evening of October 20 in San Diego — but reservations are required (619 223-7194). **Downwind Marine's *Mexico Cruisers' Potluck*** is October 28 at noon on the beach at Shelter Island (619 224-2733). All of these are free or have a very minimal charge.

For-profit cruisers' events include the ***Catalina Cruisers' Weekend*** at Two Harbors on October 20 (213) 501-0303.



San Diego Marinas — not cheap, but they have great facilities.

Busted! Even dinghies need numbers.

LATITUDE/RICHARD

MEXICO PRIMER:

Only the skipper has to go to the Mexican Consulate to get a cruising permit, but he must bring along the boat registration, identification of the entire crew, and hopefully an assortment of rubber stamps. (One of the reasons American bureaucrats are so grumpy is that unlike their Mexican counterparts, they don't get to vent their frustrations by pounding rubber stamps on documents). The Consulate is only open from 9 a.m. to 2:00 p.m., and smart folks get there early so as not to spend the day waiting in line. Always call the Consulate (619 231-8414) the day before to make sure they'll be open. The Consulate observes (gratefully, if you'll pardon the pun) the Day of the Dead and scores of other really terrific holidays we Americans have been cheated out of.

As we remember, the Consulate Cruising Clearance — nobody at Pacific Marine Supply or Downwind could remember what the heck the document is called — is very inexpensive, about $15 for a 40-footer. Tourist cards for the captain and crew are, like the best things in life, free.

If you're going to be in Mexico longer than six months or plan on cruising to the mainland, you are required at some point to get an Import Permit. The requirements and cost of such permits have been fluctuating wildly for years (check the experience of Wally Ferrell in this month's *Letters*); if you can get one easily at a reasonable price — say $25 — in San Diego, snap it up.

Carrying fish hooks on your boat, dink or liferaft? If so, you are required by law to have licenses for each 'craft' as well as each person on the boat. Currently the license for a 35-foot boat would be about $30, dinghies about $10 and *each* person about $10. A skipper of a larger boat can therefore be looking at $100 before it's all over. Yes, this is a little steep for cruisers, but if you look at the big picture, you won't bitch. There are more than a few places in the Caribbean, for example, that charge nearly $100/week for cruising permits, and a heck of a lot of places that charge $100/month. All in all, cruisers get a great deal in the fees (or lack of them) levied by the Mexican government. The Mexican Fisheries office is located at 2550 Fifth Avenue in beautiful downtown San Diego. It's open from 8:00 a.m. until 2:00 p.m. but, as with the Consulate, call ahead (233-6956) because they also observe those great holidays. You can also pick up the licenses at several sportfishing shops closer to Shelter Island. Inquire on the net.

Colder water is the kryptonite of tropical storms.

You've got your boat anchored, your paperwork taken care of, now you can proceed with finishing up your provisioning and buying any last minute stuff you need for your season in the sun. They have Price Clubs in San Diego, and with your widening circle of friends, you should by now know someone who will be going there and is willing to get you in. If you're curious about the cost comparisons with Mexico, see the price list for the *Supermercado* in Cabo San Lucas — admittedly perhaps the most expensive big town store in all of Mexico — in this month's *Changes*.

We've already mentioned some of the big marine stores in San Diego, but would be remiss if we didn't recommend you at least poke your head into both Pacific Marine Supply and Downwind Marine. Located across Canon Street (near Shelter Island) from each other, both offer all kinds of special services specifically directed to cruisers needs. They include mail forwarding, Ham and SSB message forwarding, 'Baja Express' package forwarding, cruiser guides to San Diego, loaner trucks, boat gear check-lists and all kinds of other good stuff. It's worth your time to avail yourself of these mostly free services.

Downwind Marine is also offering, between October 25 and November 29, a whole series of *free* cruising seminars presented by experts in their particular fields. They include Roger Krautkremer on Radio Communications, Gerry Cunningham on Cruising the Sea of Cortez, Dr. Gerry Barstow and Dr. Jim Koss on Emergency Medicine/Dentistry, Beth Bayley, RN, on Feminine Hygiene, Mike Symons on Emergency Management and Charging Systems, Michael Greenwald on Survival and Safety at Sea, C.F. Koehler on Engine Preventative Maintenance and Michael Greenwald on Provisioning for a Cruise.

These seminars offer a wealth of information that will build your confidence; they're also a great place to meet new friends and possible buddy-boaters. We highly recommend the one on radio communications, since a lot of you will be using SSBs and Hams for the first time to jabber, check in with the Mexico nets and get hi-seas weather. The operation and protocol with these radios is considerably different than with VHF radios, and you'll be glad for the information. It will also help you cure 'mike fright', an affliction that initially has paralyzed some of the world's toughest sailors.

Speaking of Ham radios, which cruisers either swear by or swear at, you need to pick up a provisional Mexican operator's permit to be in compliance with the law. They're easy to get, just bring 72,000 pesos, a copy of your visa and a copy of your Ham license to Jose Cervantes at Delagado Regional, S.C.T. Unfortunately, Jose is in Calexico, which is a five hour round-trip from San Diego, not counting the time spent crossing the border and the 90 minutes required to shuffle papers. If you don't get your license in Calexico, your next chance is at the S.C.T. office in La Paz. A jaunt to Calexico is surely one you want to make with a group of other cruisers. Both Pacific Marine Supply and Downwind Marine have maps, directions and instructions on how to get the job done.

A safe and mostly friendly town, there is nonetheless peril in San Diego. The problem is that you've got a pile of money and there are so many monetary temptations, both for yourself and your boat. This was never such a big problem before, because you were so busy working you never had time to appreciate all the enticements. By all means, buy what you need and a few things for fun, but don't turn into a spendthrift. The number of cruisers we know who had to cut their cruises short because they blew their cruising kitty on fancy dinners, exotic drinks and other unnecessary fluff along the coast of California are legion.

The same is true with boat parts and spares. Ten years ago you pretty much had to be self-sufficient to cruise Mexico. It's different now. There might be five other boats in the anchorage that have just the part you need. And if they don't, you can radio, phone or fax an order to San Diego from almost anywhere in Mexico and have the part or parts shipped down via the 'Baja Express' (through either Pacific Marine Supply or Downwind Marine), or by nearly next-day service from DHL or other international delivery services. The

Japanese corporations fattened their profit margins by instituting a policy of not accepting components for their manufactured products until right when they were needed; use the same non-warehousing concept on your boat when cruising Mexico to conserve your cash. But, if you're heading on to the South Pacific, it's a whole different story and you don't have this option.

You've fueled up, provisioned, got the paperwork out of the way, and are all ready to go. When do you leave?

Depending on who you talk to, hurricane season is over on November 1 or November 15, although real conservatives will claim it's not safe to head into Mexican waters until December 1. In our opinion, it's safe to leave on November 1, provided the weather service is not reporting abnormally high water temperatures (necessary for tropical storms) off the coast of Mexico. While there have been a couple of tropical storms off Mexico in early November, there has never been a hurricane. And since tropical depressions that lead to tropical storms and hurricanes normally form way down south, there is plenty of warning of their formation and approach, giving you the opportunity to either seek shelter or run back toward San Diego and colder water. Colder water, you'll remember, is the kryptonite of tropical storms.

There *are* boats that head south in October, notably the sportfishers that participate in Bisbee's big marlin tournament in Cabo. But with a slower moving sailboat, you probably don't want to risk it. Back in the late '70s they used to hold the Long Beach to Cabo and La Paz Race in October. The fleet got brushed by a hurricane one year, and they've since moved the starting date back to November. So November 1 is 'cool' unless the water is really hot off Mexico.

If this is your first long trip offshore, you might have some apprehensions. You fight fear with knowledge, so let's address some common issues.

Fear of Heavy Weather. While more often than not there is too little wind off the coast of Baja, you can still get belted from time to time. If you can triple-reef your main or set a storm jib or small staysail, you should be able to handle just about anything that comes your way. The key, however, is practicing reefing and setting such sails, and not waiting too long to set them when the situation arises. It's safer, easier and less stressful, for example, to shorten sail in 25 knots of wind than in 45 knots of wind.

Knowing where to find shelter is another way to feel more confident about handling heavy weather. Jack Williams' *Baja Boaters' Guide, Volume 1, the Pacific Coast*, has the best catalog of anchorages. He lists 28 anchorages that are good in normal northwest conditions, and 15 for the occasional southwest blow. The anchorages are then given 'good', 'better' and 'best' type ratings. Both of Williams' *Baja Boaters' Guides*, incidentally, belong on any cruising boat headed south. Jammed with hundreds of aerial photos of anchorages and information not found in other guides, they are well worth the approximately $25 retail price.

Fear of Fog. If you don't have a radar and are cruising the northern coast of Baja in low, thick fog, it can be spooky. But console yourself with the fact that we can't remember a single cruising boat that's been run down by a ship in fog off the coast of Baja. It's happened more than a few times in recent years off California, but not off Mexico. By the same token, don't think there isn't a lot of ship traffic coming up the coast of Baja; there is, because it's the ocean freeway from Panama to the States.

Fear of Getting Lost. Even if your SatNav and GPS break down and you can't figure out which end of the sextant is up, it's still hard to get too lost off Baja. First off, if you religiously enter your speed and course every hour and plot it on the chart, you should be able to dead reckon your way to Cabo without too much trouble. Secondly, it's hard to get lost because there are so many other boats out there. At least once a day you'll be able to raise somebody on the radio and get a reasonable idea of where you are. Hopefully, however, this will embarrass you enough to become a competent navigator in your own right. And finally, if you're really lost, just remember that the sun rises in the east over Mexico and sets in the west beyond thousands of miles of open ocean. Thus if you're completely confused, turn on your fathometer and head east until you start sorting out some landmarks. *Under no circumstances, however, should you ever head toward shore at night or during periods of restricted visibility.* Not unless you're on an insurance scam cruise.

Confidence in your ability to navigate is a function of experience. After a couple of months in Mexico you'll be bragging your butt off.

Fear of Being Way Out On the Ocean. Comfort yourself with the knowledge that almost all the boats that get in trouble along the coast of Baja do so by running up on the beach. It seems counter-intuitive, but the closer to shore you are, the more danger you're in. When at all in doubt, sail the hell out!

Many first-timers get a lot of confidence from buddy-boating. This makes a lot of sense and is often more fun than sailing alone. Nonetheless, you are still the captain of your boat, so for god's sake, don't ever abandon your common sense in favor of a stranger's 'expertise'.

Some folks make it from San Diego to Cabo in six days, some — notably surfers looking for lonely waves — take as long as two months. No matter how long you take, the first thing you want to do upon rounding the Friars and heading into Cabo San Lucas Bay is check in with Gil and Karen of Papi's YC (formerly Papi's Deli) on VHF Channel 22. As countless readers have attested over the last four years, Gil and Karen are the two most helpful people cruisers could have waiting for them in Mexico. These wonderfully likeable folks are the source of all information needed by cruisers and the ones to seek out if you have a problem. They operate the Cabo Cruisers Net Monday thru Saturday at 0800 on Channel 22. Heck, they even monitor 22A on 24 hour-a-day basis in case any of you have an emergency.

We'll have more on Gil and Karen, details on *Latitude* and Papi's *Some Like It Hot!* California to Mexico Cruisers Rally, and the 'new' Cabo in next month's installment of the *Mexico Primer*. Until then, we'll leave you with this bit of advice: pick up a copy of Carl Franz' fascinating and informative *People's Guide to Mexico* to read on the trip down the coast. The Mexican culture is very different from ours; this book will help you — often with hilariously entertaining anecdotes — bridge the gap.

As for us, we'll be looking forward to seeing as many of you as possible in San Diego, off the coast of Baja, and in Cabo San Lucas. The economy may be headed to hell in a handbasket, but for Mexico cruisers, to paraphrase a popular song, 'the future's so bright you've got to wear shades'.

— latitude 38

DREAMTIME: CRUISING AUSTRALIA'S

We've been fascinated with Australia for as long as we can remember. Long before we'd ever heard Men at Work, seen *Crocodile Dundee*, drank a Fosters Lager or endured Paul Hogan's ubiquitous 'shrimp on the barbie' ad campaign of the mid-'80s, we'd always wanted to visit the Land Down Under. *Australia II* beating *Liberty* in the seventh and final race of the 1983 America's Cup clinched it. We remember leaving work to watch the fateful race live on television; the date was September 26, 1983; the time was late afternoon. We remember, because it was the day — and virtually the hour — that we turned 30 years old. The occasion seemed so momentous on both counts that we resolved then and there that if the opportunity ever came knocking. . .

And so it finally did, when the phone rang at the *Latitude* office last spring. Almost unbelievably, a woman's voice asked if one of our editors would like to be the guest of Queensland Yacht Charters for a week of sailing in the Whitsunday Islands? We thought about it for a nanosecond before doing the only logical thing: We accepted the incredible offer on the spot.

The Whitsunday Islands! We'd vaguely heard of them: the word was that they were Australia's answer to the Virgin Islands, only less crowded. A glance at the atlas confirmed that the Whitsundays are about 800 miles north of Sydney, right about in the middle of the Great Barrier Reef. Sign us up!



The Whitsunday Islands — the next chartering destination to be 'discovered'?

The trip, we soon learned, would involve a night in Sydney at each end — a further stroke of good luck. We quickly set about getting our passport renewed and visiting the Australian Consulate on Post Street to get the requisite, but free, visa. "Business or pleasure?" it asked. After some deliberation, we checked the latter. It was a prophetic choice: although we didn't know it at the time, we were in for the most pleasurable trip of our lives.

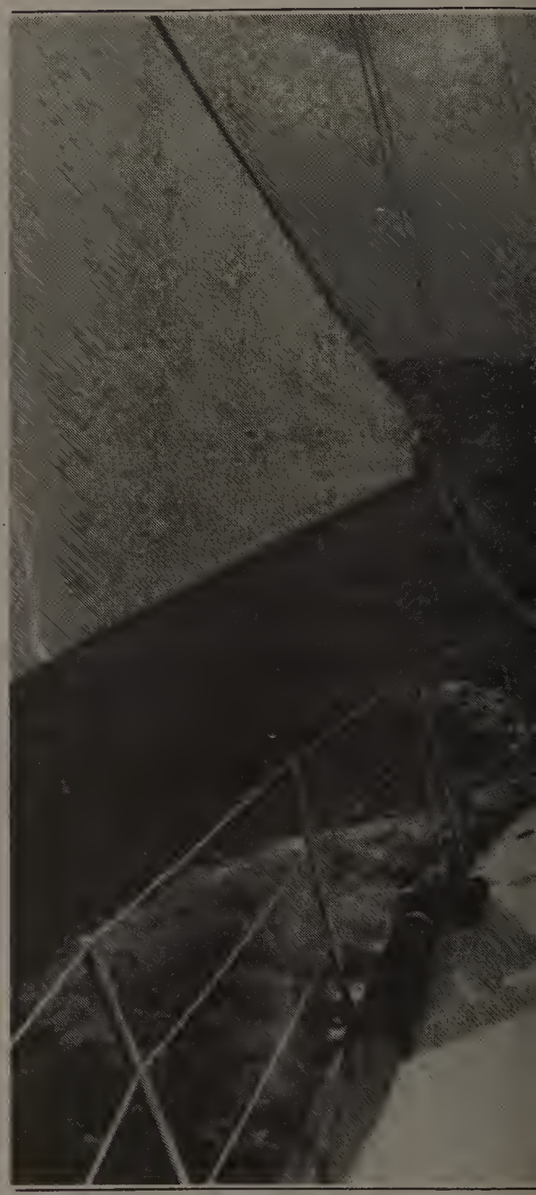
The plane ride to Sydney is, in a word, long. Our flight was enjoyable, however, largely because we had the good fortune to fly business class on Qantas Airlines. Unlike the koala bear who 'hates' Qantas in the ads, we were quite impressed by the airline (why can't domestic flights be so nice?). The four of us — Anne and Anthony Sandberg, the gregarious co-owners of Berkeley's Olympic Circle Sailing Club; Steve Curtis, associated with the Sausalito Sailing Club; and ourselves — spent some time getting to know each other before dropping off to sleep. Three meals, two movies, a two-hour layover in Honolulu and 16 hours in the air later, we arrived in Sydney at 7:30 in the morning.

We were met by our hosts, Neil Dodd and Walter Wilson, who run the business end of Queensland Yacht Charters out of Sydney, the financial and cultural capital of Australia. (The political capital, Canberra, is over 100 miles south.) "It's been raining all week up in the Whitsundays," they informed us apologetically, explaining that their summer — the wet, stormy season — was just ending.

But the weather in Sydney that day was just fine — at 33° south, its climate is quite like San Diego — and we were determined to make the most of our day and night there. After a much-needed shower (yes, the water does go down the drain the other way around) at our hotel — the Greetings Koala, located in the heart of Sydney — we began our whirlwind tour.

Someone once told us that the four most beautiful and exciting cities in the world are Hong Kong, Rio de Janeiro, San Francisco and Sydney. We don't know about the former two yet, but that person is two for two on the latter.

Among other claims to fame, Sydney boasts the world's largest natural harbor (188 miles of shoreline) which, combined with perfect sailing conditions, make this the yachting headquarters of the Southern Hemisphere. We felt right at home as we checked out Middle Harbour YC and the



venerable Cruising Yacht Club of Australia, both of which were filled with 70-some boats poised to race the 480-mile Sydney-Mooloolaba Race two days later. After lunch and a walk along the beach in the suburb of Manly — where topless bathing seemed to be the norm rather than the exception — we enjoyed a spectacular ferryboat ride past the Heads, across the sound and back to Sydney proper.

Shaking off our jetlag, we tramped curiously around Sydney for several more hours, investigating various landmarks including the world famous Opera House; Sydney Tower (the highest building south of the Equator, it offers a magnificent 360° overview of the city); the Australian Museum; the Rocks, where Australia's first white men — convicts mainly — settled 202 years ago; Hyde Park and more.

That evening, over dinner with our hosts, we discussed Australia's politics (they have a big 'green' movement), economy (presently ailing), sports (bungee jumping is big), perception of Americans (distorted, thanks to Donald Trump and Danny

WHITSUNDAY ISLANDS



An exotic land to explore, great winds for sailing, new friends, cold beer — who could ask for more?

Quayle) and more, but we kept coming back to sailing. The Whitsundays, of course, were the main topic: "They'll blow you away," we were promised.

English explorer James Cook discovered the Whitsunday Islands on June 3, 1770. "Everywhere are good anchorages," he wrote in the log of his *Endeavour*. "Indeed the whole passage is one continued safe harbour." Cook was awed by what he found — a perfect cruising ground consisting of nearly 100 tropical islands protected from the open ocean by the Great Barrier Reef 25 miles offshore. Lying at 21° south and stretching for some 60 miles, the area consisted of one visual delight after another: deep fjord-like bays under towering jungle-covered mountains, miles of pure white beaches, spectacular coral reefs and some of the cleanest, bluest anywhere on the planet.

It was a religious moment for the good Captain, both literally and figuratively. Consulting the calendar, he found it to be Whit Sunday (aka Pentacost, the seventh Sunday after Easter), and so named the islands in honor of the day.

Two hundred and twenty years later, it was our turn to discover the Whitsundays: After a two hour flight — this time, we travelled first class on Ansett, Australia's leading domestic airline — we four modern day explorers found ourselves on Hamilton Island, one of seven ritzy, world class resorts that have sprung up in the Whitsundays, and the only one with a major airport. While most charterers then take a ferry 10 miles to the mainland to pick up their boats at either of two main charter centers, Shute Harbor or Airlie Beach, we were to be met at Hamilton by ours. It was the first of many 'red carpets' that would be rolled out for us in the following week.

We explored the shops along the waterfront (the bakery sold crocodile pie!) for an hour or two before our boat — a handsome two-year-old Lexcen 40 named *Assta Sails* — pulled in at the height of a torrential downpour, a welcome relief from the humidity. She was manned by 35-year-old Adrian Pelt, a co-owner of QYC and our captain for the week. Our credentials were such that we would easily have qualified to bareboat, but Adrian wanted to show us around the Whitsundays personally. "Besides, I've been working too hard — I need to go sailing for a while," explained the soft-spoken, affable South African who quickly became our good friend.

Our steed for the week, *Assta Sails*, had everything we could ask for: with two heads and three separate staterooms as well as the main salon, she accommodated the five of us quite comfortably. Impeccably clean and equipped with all the *de rigueur* cruising apparatus (aluminum dinghy with outboard, roller furling jib, electric anchor windlass, huge sun awning, gas barbecue grill, tape deck, snorkeling gear, etc.) we could find nothing to fault with the boat. With 14 feet of beam and a rather high freeboard, she wasn't exactly a greyhound to weather, but *Assta Sails* proved just fine in every other way. Veteran cruisers Anne and Anthony, who like to nickname the boats they charter, soon had us all calling the boat *Brenda*, inspired by some horrible MTV video they'd recently seen ("Brenda's got a big ol' butt. . .").

It was still raining, and it was late in the day, so we opted to spend our first night at the dock in Hamilton Harbour's 400-berth marina. After a VB (Victoria Bitters, our favorite Australian beer of the dozen or so we scientifically sampled) at the local pub and dinner at the Pink Pizza, we turned in early.

Day #1: As if on cue, the storm system that has blanketed the Whitsundays for the last three weeks has departed, leaving a window of sunny skies and gentle breezes that will last most of our stay. Leaving 'civilization' behind, we set sail for Thomas Island, 12 miles to the south. The trip is dead upwind and against a 2 knot current, so it takes the better part of the day. Currents, while not as vicious as San Francisco Bay, are indeed a factor in planning a Whitsunday cruise, but we don't mind fighting them that day — we're sailing, finally!

In the gathering darkness, we anchor in a cove — all alone — 75 yards off a postcard-perfect sandy beach. After checking in with QYC (they like to know

DREAMTIME: CRUISING AUSTRALIA'S

ALL PHOTOS LATITUDE/ROB

where their boats are each night and what, if anything, their charterers need), we celebrate our landfall with a Bundie (Bundaberg is the local rum) and Coke. Dinner is cooked, as it will be most every night, on our stern-mounted gas grill; Adrian has provisioned the boat with the 'gourmet' food package, and each meal is fit for a king. ("Uh, any openings for charter captains in your fleet?" we ask idly. "No? Oh well. . .")

Afterwards, we sit in the cockpit, staring at the Southern Cross and marveling at the complete absence of manmade lights and sounds. Solitude is easy to come by here — perhaps half of the 50 anchorages in the Whitsundays are equally secluded.

Day #2: We swim to shore, snorkel a bit on a coral reef and walk on the deserted beach. What slight evidence of man we encounter — one or two rusty cans and a car tire up a freshwater stream — Adrian throws into the aluminum dink. We do the same at every beach we walk on in the next week: not because the place is a dump, but because it's so pristine that the sight of any litter irks the senses enough to spur us to action.

In the late morning, we begin retracing our tracks of the day before with a leisurely downwind run to Whitehaven Beach, the "signature" beach of the Whitsundays. We



The 'Assta Sails' A Team: Adrian, Anne and Anthony.

weave between Lindeman and Shaw Islands, again seeing little indication of 'progress': most of the Whitsundays are protected national park land. Suprisingly for the tropics, there's not a palm tree in sight: In fact, the islands vaguely remind us of Puget Sound, except the weather's obviously better.

We consult our 'bible', David Colfelt's *100 Magic Miles of the Great Barrier Reef: The Whitsunday Islands*, and learn that the islands are actually two 'drowned mountain ranges' cut off from the mainland by glaciers. The book, standard issue on all QYC boats, is a wealth of information — it makes *Charlie's Charts* look like comic books in comparison, and is really the only navigational tool we use.

Crawling through Solway Pass — the narrow gate between Whitsunday Island and Hasslewood Island, where currents can run up to five knots — we soon pull up at popular Whitehaven Beach, a three mile-long blindly white silica sand beach. On weekends, the place is apparently alive with overnight campers and cruisers; today, there are only four other boats here. We've seen a whole lot of beaches in our travels, but they pale in comparision — we're in the water almost before the anchor catches.

Day #3: After our by-now-familiar morning ritual — umpteen cups of coffee to the new age music of Ray Lynch's *Deep Breakfast*, followed by a swim and a walk on the beach — we conclude that circumstances are optimal for a side trip to the Great Barrier Reef. Adrian pulls some strings, and several hours later, *voila* — a 1953 DeHaviland Beaver seaplane descends from the sky and taxis over to *Assta Sails/Brenda!*

We clamber in and buckle up for the half hour ride out to the Reef. The flight is worth it if only to get a new perspective of the Whitsundays, but the Reef itself is the main attraction. If one accepts the notion that coral is alive, then the Great Barrier Reef is the world's largest living thing, consisting of some 2,800 reefs and 300 islands over a span of 1,400 miles. We're told it's home to 400 types of coral, 4,000 types of mollusks and 1,500 species of fish — who counts this stuff, we wonder?

Our co-pilot, who doubles as our reef guide, takes us on an hour tour of the Hardy Reef area. Wearing plastic 'reef walkers', we wade around the coral as the tide rushes out, creating submerged waterfalls around the edges of the Reef. Donning snorkel gear, we dive in, marvelling at the abundance of colorful wildlife, including many sea turtles but, happily, no sharks. Our time there is up all too soon; the Great Barrier Reef is rightfully one of the seven wonders of the natural world, and visitors to the Whitsundays shouldn't miss it. We collectively realize the Reef has also probably just spoiled us for snorkeling anywhere else in the world — it's that impressive.

Later, leaving the sun awning up, we lazily motor the 1.5 miles across to Chalkie's Beach, another gorgeous sandy strand. Fascinated with the armies of tiny blue crabs scurrying around, we spend the last hours of the afternoon obliviously getting sunburned and bitten by sandflies, which the prevailing winds blow out of the dunes.

That night, we stay up late in the cockpit, watching the full moon rise and talking about life. Adrian relates the history of QYC to us, and regales us with highlights of his 140 trips as a charter captain. Most of his experience has been in the Caribbean — he'd been in Australia just a few years, and feels he's in on the ground floor of the Whitsunday charter-boat business. Comparing the two, he tells us honestly that the Whitsundays are as beautiful as the Caribbean, but lacking in one area: "We'd don't have the rich culture they have; there's nothing like Foxy's here," he laments. Funny — to us, that seems like an advantage. . .

Day #4: After a beautiful downwind sail along the back side of Whitsunday and Hook islands, we arrive at exclusive Hayman Island, normally off limits to charterers. But we have an 'in', Adrian's lovely wife Suzette, who works in marketing for the Hayman Island resort. She joins us for a tour of this stunning facility before we sit down to an elegant lunch. Rated as one of the top ten resorts in the world, its recent visitors include Robin Leach and the Montanas, Joe and Jennifer.

There are three ways, it seems, to see the still relatively remote Whitsundays: 1. Staying at expensive resorts like Hayman or Hamilton Island; 2. Backpacking/camping at any of the numerous state facilities; or 3. Charter a boat. Thankful for our 'moveable address', we regretfully leave Suzette behind and head upwind to our next anchorage, Nara Inlet. On the way, we pass the 12-Meter *Gretel II*, the 1970 Aussie America's Cup challenger, now a local day tripper.

Nara Inlet, which turns out to be our favorite anchorage, is a narrow Bay with lush mountains on either side, quite different from our previous destinations. Climate aside, it feels more like being in a Norwegian fjord than the tropics. Aborigines used to populate the hills here, and the national park system has built a



The mysterious aborigine cave at Nara Inlet.

staircase up to one of their larger caves, which contains ancient and mysterious drawings. We hike up to this cave twice, contemplating the ways of the gentle aborigines and their fate, which roughly parallels that of our own native Americans.

Adrian explains the aboriginal concept of "dreamtime" to us — a trance-like, ethereal state where they communed with the past. Our "dream time" is very much in the present — our wonderful 'Aussie holiday' is flying by all too fast.

Day #5: A lazy day, we motor for an hour over to nearby Hook Underwater Observatory. A metal tube descending 30 feet underwater, the Observatory provides the opportunity to view fish from close quarters. We can't help feel that it's the other way around — the fish are viewing us; we're the ones in the 'aquarium'. Anyway, after seeing the 'real thing' at the Reef two days previously, we don't find the Observatory worth the effort, especially after a ferry boat disgorges it's quota of weekend tourists onto the dock.

With no particular plan — we've successfully slipped into full cruising mode now — we meander back to Nara Inlet. There is a long waterfall still to hike up, a project we tackle that afternoon. A mile or two into the jungle — more technically, a 'seasonal rain forest' — a fierce rain squall rolls through, so we squat motionless under the trees for half an hour. The advice of our reef guide applies equally well in the jungle: "Stop in one place for a while. You'll see more by staying still, than by rushing around... " Words to live by.

That afternoon, Adrian takes us to his secret oyster beds on a rocky shore not far away. Anthony, by now known as "The Trinketmaster" because of his fondness for gadgets, is in heaven, bringing his own lemon, hot sauce and knife into the fray — no prisoners in this assault! The hapless oysters — some as big as the palm of our hand — are no match for The Trinketmaster. We, on the other hand, aren't as fond of the mollusk's slippery flesh, and beat a hasty retreat back to the boat.

Day #6: In deteriorating weather, we dodge 'bullets', or sudden downdrafts of wind off the hills, as we beam reach past popular Cid Harbor and down Hunt Channel towards Gulnare Inlet, our final anchorage. Along the way we pass an anchored 'love boat', the only such five-story blight on the seascape we encounter during our trip. Spotting a straw hat floating half a mile downwind from the cruise ship, we execute a perfect 'hat overboard' drill, presenting the soggy souvenir — a rather nice woman's hat — to Anne.

At Gulnare, where we are one of only two boats, the rain begins in earnest again. We decide it must be nature's way of telling us our time in the Whitsundays is nearing an end. Between squalls, we explore the inlet in our dinghy, following a rain-muddied, shallow river upstream until we run aground. Later, we try our hand at fishing: "Anyone can catch a trout there," Neil had told us back in Sydney. Of course, we catch nothing, which wasn't surprising since none of us knew what we were doing.

Day #7: We motorsail in a steady drizzle over to Airlie Beach on the mainland. There we tour the new Queensland Yacht Charters facility at Abel Point. It's one of the four major charter operations in the Whitsundays, specializing in larger (40 feet and up) charters, both crewed and bareboat. QYC, we learn, did flotilla charters last year for the New York YC and Los Angeles YC, and is eager to keep tapping into the American market. Pricewise, chartering in the Whitsundays is only marginally more expensive than the Caribbean, and on a par with Tahiti and the Med (boats are cheaper here, but the airfare is more expensive). "We think this area will be internationally known within the next ten years," says Adrian.

Our captain has two more treats up his sleeve for us: rejoined by Suzette, we drive to the brand new Whitsunday Eden Park, a 'natural habitat' park filled with loveable animals such as koalas, kangaroos, cockatoos and wallabies — and some not so nice ones, too. The owner of the park, a character named Robbie Bredl, personally conducts our tour of the bat house, the snake pits and crocodile pits. At the latter, he actually jumps in with the 'crocs' and hand-feeds them freshly slaughtered chickens. Bredl's been around poisonous snakes and savage crocodiles all his life, and has the bites, scars and scrapbook of pictures and clippings to prove it. "I am," insists Robbie, "the original Crocodile Dundee."

We return to the marina, expecting to spend one last night on our familar *Brenda*, only to learn that Adrian and Suzette have finagled us into a popular local hotel called, naturally, Club Crocodile. Not that we'd just stepped off a hardship cruise, but the shower and soft bed were most appreciated after our week on the boat. That night, we celebrate the end of our Whitsunday trip with dinner in Airlie Beach, a laid-back beach town that is bracing for the annual 'spring break' invasion of college kids the next week.

In the morning, we reluctantly say our thank-yous and good-byes and begin the trip home. We fly to Sydney, spending another night there — highlighted by a farewell dinner at the Cruising Yacht Club of Australia — before heading back to 'reality' the following day.

On the flight home, Anthony — who has chartered dozens of times — enthusiastically proclaims the Whitsunday adventure right there at the top of his list. It was certainly the best sailing vacation *we've* ever been on, and it whets our appetitite for more of Oz. Heck, we were just learning to say 'g'day'.

— **latitude**/*rkm*

1990 MEXICO ONLY

Well, will this be the year you do it? You know, take the plunge, the chance, the effort — the *time* — to cruise to Mexico. Come on, haven't you been reading about it long enough? None of us are getting any younger, you know, or hadn't you noticed? Isn't it about time to put the rat race on hold (or hey, chuck it altogether...) and just head south for a few months? All the people who rave about it year after year, who say it forever changed and/or invigorated their lives — they can't all be wrong!

Not that we're any great role models, but we'll go on record to say we count ourselves among the changed ones. Besides being a welcome first exposure to another culture, our initial forays into *manana*-land showed us for the first time the fantastic possibilities inherent in the sailing lifestyle. Eventually, that led to the first issue of *Latitude 38* and the rest, as they say, is history. Of course, we're not recommending you cruise Mexico and then start a sailing magazine. What we are saying is that there is life beyond 9-to-5 and the nightly news, and that sometimes it takes dropping out of the mainstream for a while to realize it, and to really appreciate it.

Which is as good a way as any to segue into the 1990 Mexico-Only Crew List.

Actually, the foregoing might sound a bit like trying to roll on the bottom paint after the boat's gone back in the water. Most of those listed here are nearing the end of months of planning for their Mexico cruises. For all but the most transient of us, going cruising involves more than throwing a few changes of clothes in a duffel bag and stopping the mail. If you're like most, in addition to job/house/car worries, you'll have to deal with (nonsailing) friends who think you're nuts; parents who think you're (once again) shirking responsibility; and dogs/cats who won't recognize you (or pretend they don't) after boarding for six or eight months with Aunt Ruth. (Besides which, they'll probably be so fat and spoiled they wouldn't want to leave her place anyway.) And that's just for crew. If you own the boat, multiply all pre-cruise anxieties by 10.

The Crew List is our way of alleviating at least some of the stress. No longer do you have to add to the above list prowling the docks, yacht clubs and bars in search of crew or boats. The Crew List does it for you, leaving you free to concentrate on more important matters.



For those of you 'who have just joined us' as the newscasters say, here's how the Crew List works: In the past two issues, we ran forms asking both boat owners and crew what they were looking for, what skills they could offer, a few personal facts, and phone number or other contact. They filled them out, sent them to us and on the next three pages, you see the results. Anyone interested in finding crew or a boat need only find the appropriate column(s) of names. Then, using the simple code in the shaded boxes, look for the listees who come closest to offering what you want — and start making calls. You could literally have your crew/boat lined up by tonight.

Altogether, the three Crew Lists we publish every year (the Racing and Cruising/Daysailing/Co-Chartering lists run in the spring) have put together thousands of people. They've helped make cruises happen that otherwise might not have. They've helped make dreams come true. They've literally helped changed the direction and quality of people's lives. That's all stuff we're pretty happy about.

What *doesn't* thrill us a lot — in fact, what's caused us more than once in years past to consider doing away with the lists altogether — is abusers. Although sailing definitely has one of the lowest 'flake factors' of any pastime, there are always a few bozos out there who seem bound and determined to screw it up for everyone else.

IMPORTANT NOTE: ***Latitude 38 offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warrantee or recommendation as to the***

Fortunately, no one's been seriously or permanently hurt, mentally or physically, as a direct result of participating in the Crew Lists. But just to cover all bases, we're now required to run — and you're required to read and acknowledge — that disclaimer in the skinny gray box at the top of the page. Please, don't make any calls from the List until you do.

And just so you know: 1) Wingnuts or not, we do plan to continue running the Crew Lists indefinitely; 2) The way to recognize a Class I (the least dangerous) Crew List wingnut is by his inevitable allusion to sex being required from female crewmembers. (It's not.) If you hear that from a guy and *you're* a guy, that's a Class II wingnut.

Anyway, once you've figured out that from here on out you're on your own, the Mexico Only Crew List stands ready and waiting for anybody who wants to use it. Being among the listees is definitely *not* a prerequisite. But there is a trade-off here, too. (Geez, come to think of it, there are hidden agendas all over the place in this thing. We're beginning to know how Bush must feel when sending troops to Saudi Arabia.) That is that it'll cost you some *dinero* to get into *Latitude 38*'s World Famous, Rad, Bad, Everyone-Who's-Anyone-Will-Be-There Mexico Only Crew List Party. Well, okay, it's probably not yet quite up to the level of the shindig held by Pacific Marine Supply in San Diego (October 20 this year; (619) 223-9054 will get you more information), but we're getting there.

Our Crew List party this year will be on Wednesday, October 3 at the Sausalito Cruising Club (foot of Napa St., next to Cass' Marina in Sausalito) from 6 to 9 p.m. The Party is a great way for you shy types to first meet your skipper/crew on neutral ground; an excellent place to hunt firsthand for skippers or crew (who wear different colored name tags); to start socializing with people you're likely to see again and again through the cruising season in Mexico — or just to freeload some of our complimentary chips and guacamole while scoping babes/dudes and slamming down boozeballs at the no-host bar. Whatever your reason for attending, it beats another night of TV dinner and of 'Wheel of Fortune'.

If you're listed here, just point your name out to our palace guards and they'll lift their lances to let you to enter. If you're not listed here, admission runs $5 apiece for crew looking for boats and $1 for skippers looking for crew (they've spent enough already).

Other noteworthy facets and particulars about the CL Party:

* If you arrive after 6 p.m. to find a huge line, it's because 90 percent of non-listed partiers need change for a $20 bill. Please, for everybody's sake, try to have exact change at the door.

character or individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things yourself.

• We will have a limited number of *Latitude 38* T-shirts on hand in the latest colors (orange w/black printing and lavender/ green). They will be given away *randomly*. Your chances of receiving one are inversely proportional to the number of times you ask.

• As part of our ongoing drive to get good used clothes to needy Mexican families, we're making a provision this year for people to drop off clothes (all sizes from infant to adult, plus shoes) at the Crew List Party. All we ask is that you wash them first and bag them up, such as in a big plastic trash bag. If you do bring clothes, be sure to sign the appropriate register. We'll thank everyone who donates in print in a near-future issue.

• On the other side of the coin, anyone interested in ferrying bags of clothing to Mexico please sign your particular list, including a phone number where you can be contacted, when you're leaving and about how many bags you can take. Until we advise otherwise, the 'official' dropoff point for all Mexico-bound clothing is Papi's Yacht Club (formerly Papi's Deli) in Cabo San Lucas — although if you find a needy family or community before you get there, then do what's right.

Okay, now that we've built ourselves up to nearly sainthood status, it's about time to tell you about that popular annual feature of the Crew List: the Big Screw-Up. This bit of tradition has included such fun fumbles as running the 'Want To Crew' form twice while deleting the 'Want Crew' form; and forgetting to the run the forms in the correct month, resulting in our just starting to receive forms back on the month we were supposed to publish the List.

This year, we enter into the hall of shame exhibit A: The 'Need Crew' form with two number '4' categories. They could hardly have been more different ones, either. The first '4' inquires about local knowledge of Mexico; the second asks about the possibilities of companionship from a prospective crewperson.

By the time we (or rather, several astute readers) found the error, the casserole was already a-cookin', so to speak. So if you see a '4' under the 'wants' section of any of the 'Needing Crew' sections, be sure to clarify over the phone just which '4' they mean. We, in the meantime, will attempt to shock the hell out of ourselves by getting everything right one of these times.

Well, that's about it except for reiterating our usual tips for Crew Listees who don't know quite how or where to start: 1) Be honest and be yourself. Answer questions with the truth, not with what you think your contact wants to hear. And don't try to convince anyone you know more than you do. Around boats, if you don't know what you're talking about, someone who does can recognize it instantly. 2) Make your calls during the hours when most normal humans are awake. You will not score points by making calls during the graveyard shift. 3) Be realistic as possible in your assessments of boats and crew. 4) Also be realistic in your expectations. Cruising is not all flat-water sailing and cocktails in the cockpit. If you make a commitment to a skipper or crew, our best advice is see it through to the end even if it's not all you expected cruising to be — barring extenuating circumstances that make it impossible, of course. If you plan to do any extended cruising, a reputation for stability works wonders for your crew and crewing opportunities in the far ports to come.

Happy cruising!

— latitude/jr

WANT TO CREW

MEN WANTING TO CREW IN MEXICO

George, 41, 982-4779 ..... for 1,2,3/exp 2,3,4/offers 3

Bob Masterson, 57, (415) 272-0191, 1 Embarcadero W. #171, Oakland, CA 94607, ... for 1,2,4/exp 2,3/offers 2

Bruce L. Roseman, 28, (408) 458-3725, 323 S. Branciforte Ave., Santa Cruz, CA 95062 ..... for 1,2,3,4/exp 2/offers 2,5

Eugene Torrisi, 50, (408) 946-7058, 1275 Belbrook Pl., Milpitas, CA 95035 ..... for 1,4/exp 2,3/offers 2,5

George Good, 49, (415) 652-4663 or (209) 478-4663, 3300 Powell St., Emeryville, CA 94608-1548 ..... for 1,2,3,4/exp 2,3/offers 2,3,4b,5

Stuart Bacon, 64, (415) 485-1816 ..... for 1,2,3/exp 2/offers 2,3,5

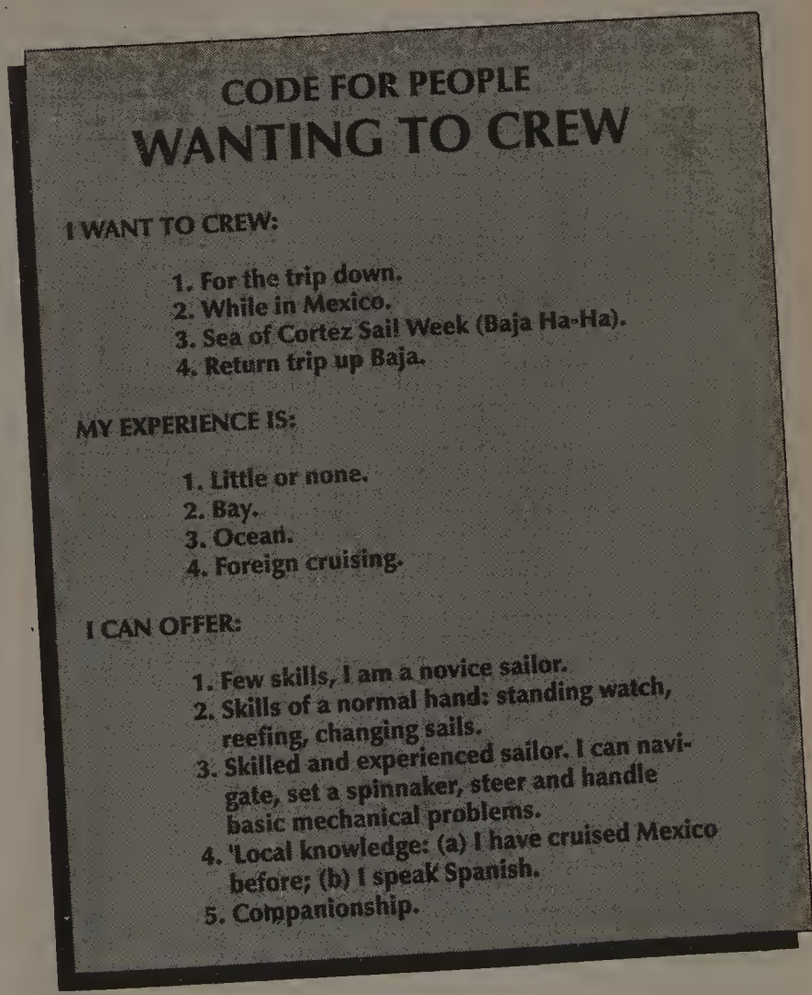
Brent, 36, (916) 284-6294, P.O. Box 3005, Quincy, CA 95971 ..... for 1,2,3/exp 2,3/offers 2

Sam Huntington, 43, (408) 373-5840, 1158 Crest Ave., Pacific Grove, CA 93950. ..... for 1,2,4/exp 3/offers 3

James, 47, 652-7559 ..... for 1,2,3,4/exp 2,3,4/offers 2,3,4a

John Felch, 42, (408) 741-0880, 20221 Thelma Ave., Saratoga, CA 95070 ..... for 1,4/exp 2/offers 2,3,5

Romeo Danais, 44, (408) 287-9150, P.O. Box 8431, San Jose, CA 95155 ..... for 1,2,3,4/exp 2,3,4/offers 2,3,4a,4b,5



Hank Delevati, 41, (408) 446-4105, 18395 Chelmsford Dr., Cupertino, CA 95014 . ..... for 1,2,3,4/exp 2,3,4/offers 2,3,4

Don Cherry, 52, (415) 228-8307 or 646-5005, 2721 Geneva St., Martinez, CA 94553 ..... for 1/exp 2/offers 2

Chester Drenning, 55, (707) 935-7523, 181 Guadalupe, Sonoma, CA 95476 ..... for 1,2/exp 4/offers 2,4a

David Brothers, 26, (415) 931-9947,1439 Golden Gate Ave., San Francisco, CA 94115 ..... for 1,2,4/exp 2/offers 2

George Reed, 42, (415) 548-4434, 2133 4th St., Berkeley, CA 94710 ..... for 1/exp 3/offers 3,4b

MEN WANTING TO CREW — CONT'D

John Galey, 49, (702) 831-5810, P.O. Box 7990, Incline Village, NV 89450 ..... for 1,3/exp 3,4/offers 3,4a

Stephen Rockford, 39, (707) 829-1864, 5370 Hutchinson, Sebastopol, CA 95472 ..... for 1,2,3/exp 2,3/offers 3

Dave Smith, 56, (602) 855-6790, 3162 Shoshone Dr., Lake Havasu City, AZ 86403 ..... for 1,2,3,4/exp 2/offers 2

Floyd Pair, 58, (916) 357-2245, 16002 Setting Sun Dr., Anderson, CA 96007 ..... for 1,2,3,4/exp 2/offers 1

Gregory Falberg, 33, (408) 749-8048, 250 N. Frances St., Sunnyvale, CA ..... for 1,2,3,4/exp 2/offers 2

Dan Holper, 34, (415) 337-1370, 109 Stratford Dr., San Francisco, CA 94132 ..... for 1/exp 2/offers 2

Larry Nelson, 29, (415) 680-0467 ..... for 3/exp 2,3/offers 2,3

Royce Fletcher, 51, (408) 426-6470, Santa Cruz, CA .. for 1,4/exp 2,3,4/offers 3,4b

Stephen Callahan, 43, 389-6520 ..... for 1,2,3,4/exp 2,3,4/offers 3,4a

David B. McInnis, 51, (509) 455-8770 or (800) 223-8020, W. 2306 Pacific #C, Spokane, WA 99204 ..... for 1,2,3,4/exp 2/offers 1,2,4b

Bill Munro, 48, (619) 437-1574, 752 J Ave., Coronado, CA 92118 ..... for 1,2,3,4/exp 3/offers 3

Mark Friedman, 20, (415) 347-3468, 2735 Summit Dr., Burlingame, CA 94010 ..... for 1,2,3,4/exp 2/offers 2,3,5

George Clark, 33, (415) 365-0251, P.O. Box 2382, Redwood City, CA 94064 ..... for 1/exp 2,3/offers 2,3

Alan Katz, 41, 366-6361, P.O. Box 995, Redwood City, CA 94064 ..... for 2,3/exp 2/offers 2,5

Ken Jones, 43, (415) 283-4045,1012 Dyer Dr., Lafayette, CA 94549 ..... for 1,2,3,4/exp 2/offers 3

Tom Tatum, 41, (707) 525-1668, 1071 Maverick Ct., Santa Rosa, CA ..... for 2,3/exp 2,3/offers 3

Jeremy Merrill, 58, (415) 924-0968, 23 Sunrise Lane, Larkspur, CA 94939 ..... for 1,2,3,4/exp 2,3/offers 2,3,5

Bill Brugler, 45, (415) 563-0105, 2656 Webster St., San Francisco, CA 94123 ..... for 1,4/exp 2,3,4/offers 2,3,4a

Scott Fisher, 38, (707) 578-8171, 1055 Hyland Dr., Santa Rosa, CA 95404 ..... for 1,3,4/exp 1,2/offers 1,2

Art Swenson, 48, (707) 226-1617, 802 3rd St., Napa, CA 94559 ..... for 1,2,3,4/exp 2/offers 2,4b

Doug Archibald, mature 18, 388-3106, 314 Robin Rd., Mill Valley, CA 94941 ..... for 1,2,3/exp 2,3/offers 2,4b

Dick Holt, 52, (415) 937-1674 ..... for 1,2,3/exp 2/offers 2,4b,5

Tim Hopkins, 25, (307) 472-1837, 4459 Purcel Dr., Alcova Rte., Casper, WY 82604 ..... for 1,2/exp 2,3/offers 2

Roger Bohl, 51, (415) 937-2645, 25 Bermar Lane, Alamo, CA 94507 ..... for 1,2,4/exp 2,3/offers 3

John Meyer, 44, (916) 456-8518, 1438 41st St., Sacramento, CA 95819 ..... for 1/exp 2,3/offers 2

Phil Clark, 51, (415) 598-9906, 305 Starfish Lane, Redwood City, CA 94065 ..... for 1/exp 2,3/offers 2,3

David Crowe, 40+, (408) 288-9709 or 727-6111 ..... for 1,2,3,4/exp 2,3,4/for 3,4,5

Frank Stamey, 48, (619) 873-4500, 2630 Irene Way, Bishop, CA 93514 ..... for 1/exp 3/offers 3,4a

Ed Kangeter, 44, (415) 457-4560 (San Rafael) or (707) 585-9897 (Santa Rosa) ..... for 1,2,3/exp 2,3/offers 2,3

Randy Devol, 33, (408) 559-8416 ..... for 1,2,3,4/ex 2/ offers 2

Al Mahar, 45, (415) 392-7552 (work), (415) 467-6039 (home), 124 Santa Clara Street, Brisbane, CA 94005 ..... for 1,2,3,4/exp 2,3/offers 2

Joel Waldman, 61, (408) 739-5876, 720-A Blair Court, Sunnyvale, CA 94087 ..... for 1,2,3/ex 3/offers 2,4

Mark Scanlon, 40, (602) 282-7212, 70 Hohokam Circle, Sedona, AZ 86336 ..... exp 2/offers 2,4b

Axel Redemann, 27, (415) 940-1293, 200 Dana Street, E, Mountain View, CA 94041 ..... for 1,2,3,4/exp 2/offers 2,5

Mike Dullen, 56, (714) 722-2555, 833 W 17th Street, #4, Costa Mesa, CA 92627 . ..... for 1,3/exp 2,3/offers 2,4b

Neil Lowin, 28, (415) 550-8523, 1679 Alabama Street, #2, San Francisco, CA 94110 ..... for 1,2,3,4/exp 2,offers 2,3

Jeff Sampson, 36, (415) 469-9852, 46 Ina Court, San Francisco, CA 94112 ..... for 1,2/exp 2/offers 2,5

Scott Alexander, 49, (415) 927-0824, 24 Skylark, #12, Larkspur, CA 94939 ..... for 1,3/exp 2,3,4/offers 3

James Yares, 28, (415) 573-1332, 3705 Southwood Ave., San Mateo, CA 94403 . ..... for 1,4/exp 4/offers 3

Phil Chin, 42, (408) 377-7951, 101 Shelley Ave., Campbell, CA 95008 ..... for 3,4/exp 3,4/offers 3,4,5

Lance Younger, 34, (415) 291-0436, 1040 The Ferry Building, #148, San Francisco, CA 94111 ..... for 1,4/exp 2,3/offers 3

Crane Stookey, 37, (415) 863-3999, San Francisco ..... for 1,2,3,4/exp 3/offers 3,5

David Jakubauskas, 20, (415) 673-2799, 2640 Hyde Street, San Francisco, CA 94109 ..... for 1,2,3,4/exp 2/offers 1,4b

MEN WANTING TO CREW — CONT'D

Victor Meneses, 49, (415) 586-5288, P.O. Box 40940, San Francisco, CA 94110 . ..... for 1/exp 2/offers 3,4b

Jonathan Powers, 34, (408) 426-2854, P.O. Box 3425, Santa Cruz, CA 95063 .... for 1,3,4/exp 2/offers 2

Steve **Brandon,** 35, (415) 634-0150 (home), (415) 294-2654 (work) ..... for 1,2,3,4/exp 2,offers 2

Jack Brown, 59, (916) 635-3942, 2225 Bridlewood Drive, Rancho Cordova, CA 95670 ..... for 1,2,3,4/exp 2,3/offers 2,3

Peter Yolles, 23, (415) 433-3050, 300 Chestnut Street, San Francisco, CA 94133 ..... for 1,2/exp 2,3,4/offers 3

Chris Anderson, 30, (916) 648-9863 (home), (916) 920-1159 (work), 2228 Gateway Oaks, #341, Sacramento, CA 95833 ..... for 1/exp 2/offers 3

Vikan Salman, 53, (415) 655-8800, 4053 Harlan #112, Emeryville, CA 94608 ..... for 2,3/exp 2,3/offers 3

Don Ross, 119 Hillside, Mill Valley, CA 94941 ..... for 2,3/exp 1,2/offers 2,4b,5

Aeron Nowell, 21, (916) 444-5907, 1215 Tee St., Sacramento, CA 95814 ..... for 1,2,3,4/exp 3/offers 2

Jack Air, 47, 454-9600 (work) or 435-2085 (home) ..... for 4/exp 2,3,4/offers 3

Rich Leflef, 37, (408) 236-3322, P.O. Box 355, Brisbane, CA 94005 ..... for 2/exp 2,3/offers 2,3,5

WOMEN WANTING TO CREW IN MEXICO

Suzanne, 40's, (415) 759-0563, 142 Ulloa St., San Francisco, CA 94127 ..... for 1,2,3,4/exp 2,3/offers 2,5

J.D., 29, (415) 437-7173 (beeper) wait 3 beeps, dial your # from touch tone phone ..... for 1,3/exp 2/offers 2,3

Thea Lowry, 48, 454-7677 ..... for 1,3,4/exp 1,2,4/offers 1,2,5

Nan, 33, Box 460832, San Francisco, CA 94146 ..... for 1/exp 2/offers 1, 4b

Hilde, 30, P.O. Box 370161, Montara, CA 94037 ..... for 2,3/exp 1/offers 2

Clarice Olson, 33, 285-1873, 1030 Treat Ave., San Francisco, CA 94110 ..... for 1,2,3/exp 2/offers 2,4b,5

Gale, 44, (408) 285-1791 ..... for 1,2,3/exp 2,3,4/offers 2,4a,5

K.A. Bramwell, 35, P.O. Box 20886, Castro Valley, CA 94546 ..... for 1,2,4/exp 1,2/offers 1,5

Susan, 37, (415) 474-0666 ..... for 1,2,3,4/exp 2,3,4/offers 2,4b,5

Jan Rogers, 37, 366-6361, P.O. Box 51923, Palo Alto, CA 94303 ..... for 2,3/exp 2/offers 1,2,5

Jessica Walden, 23, (415) 835-3007, 52 Hamilton, Oakland, CA 94612 ..... for 1,2,3,4/exp 1/offers 2

Jo Davies, 25, 45 Collingwood, San Francisco, CA 94114 ..... for 1,2/exp 1/offers 1, 5

Joan, 33, (415) 992-8790 ..... for 1,2,3/exp 2,3,4/offers 2,4,5

Jennifer Berry, 23, (415) 601-5915, 4328 Howe Street, #4, Oakland, CA 94611 ... . for 1,4/exp 2,3,4/offers 2,5

Jill, 37, (415) 389-8956, (707) 546-0536 (msg) ..... for 1,2,3,exp 3,4/offers 2,4a,5

Anne, 40+, (415) 331-7925 ..... for 1,2,3,4/exp 3,4/offers 2,5

Claire, 24, (505) 344-1963, 818 Mullen Rd. NW, Albuquerque, NM 87107 ..... for 1,2,3,4/exp 1,2/offers 1

Ann, 55, (505) 345-5759, 818 Mullen Rd. NW, Albuquerque, NM 87107 ..... for 1,2,3,4/exp 1/offers 1

Mariel L. Beverly, 25, (408) 462-5757, 430 8th Ave., Santa Cruz, CA 95062 ..... for 1,2,3,4/exp 2/offers 2

Priscilla Troy, 30something, (415) 644-3850, 20 Vicente Rd., Berkeley, CA 94705 ..... for 1,2,3,4/exp 2/offers 2

COUPLES WANTING TO CREW IN MEXICO

Nanette & Ed de Boer, 32/30, (916) 622-0869, P.O. Box 343, Coloma, CA 95613 ..... for 1,3,4/exp 2,3/offer 2,3

David & Hillary Bennett, 38/32, (408) 372-5262, P.O. Box 456, Carmel, CA 93921 ..... for 1,3,4/exp 2,3/offer 1,2,4b

Cynthia & Josef, 28/23, (415) 252-0154 ..... for 1,2/exp 4/offer 3,4b

Micah Allnutt & Dana Johnson-Allnutt, 27/24, (415) 547-4449 ..... for 1,2,3,4/exp 2,3/offer 2,3,4b

NEED CREW

MEN NEEDING CREW IN MEXICO

Ray Morgan, 34, (415) 331-9442 msg, Pelican Harbor #85, Sausalito, CA,32' sloop, ...for 1,2,3,4/exp 2/wants 1,2,5a

Hans Backer, 52, (916) 486-2630, 81 Covered Bridge Rd., Carmichael, CA 95608, Ericson 39 .....for 1,2,4/exp 1,2,3/wants 2,3,4,6

Don Arndt, 59, P.O. Box 21902, Santa Barbara, CA 93121, 52' custom ketch ....for 2/exp 2,3/wants 1,5c

David Crowe, 40+, (408) 288-9709 or (408) 727-6111, $400,00 50' ketch..... .....for 1,2,3/exp 1,2,3/wants 2,3a,5a

Ted Boutmy, 64, P. O. Box 193, Inverness, CA 94937, F-27 (trailerable trimaran). .....for 1,2,3,4/exp 1,2,3/wants 2,5a,7

George Belmers, 59, (415) 428-0505, P.O. Box 30541, Tuscon, AZ 85751, Folkes 39 cutter .....for 1,2,3,4/exp 1,2,3/wants 2,6

Martin, 52, (408) 926-2217 or 338-7784, center cockpit 44' sloop ....for 1,2,3/exp 1,2/wants 3a,5a

Bob Curnie, 35, 971-6996, P.O. Box 4014, suite 251, Pleasant Hills, CA 94524, 40' Cross trimaran .....for 1,2/exp 1,2,3/wants 1,5a

Ray Ward, 43, (209) 479-6049, P.O. Box 692611, Stockton, CA 95269, 34' Brown Searunner trimaran .....for 1,2,4/exp 1,2/wants 1,2,3,5a

Don Roberts, 51, 450 Sherwood Dr., Sausalito, CA 94965, Cascade 36 sloop ....for 1,2,3,4/exp 3/wants 1,5a

CODE FOR PEOPLE
LOOKING FOR CREW

I WANT CREW:

1. For the trip down.
2. While in Mexico.
3. Sea of Cortez Sail Week (Baja Ha-Ha)
4. Return trip up Baja.

MY EXPERIENCE IS:

1. Bay.
2. Ocean.
3. Foreign cruising.

I AM LOOKING FOR:

1. Enthusiasm - experience is not important.
2. Moderately experienced sailor to share normal crew responsibilities.
3. Experienced cruiser who (a) can share navigation and/or mechanical skills; (b) who can show me the ropes.
4. 'Local knowledge', someone who: (a) has cruised Mexico before; (b) speaks Spanish.*
4. Companionship: (a) Female; (b) Male; (c) either.*
5. Someone to help bring boat back up the coast.
6. Someone to help trailer a boat up/down the coast.

* These two categories both appeared as '4' on the Crew List forms. Since they differ greatly, be sure to ask prospective crew which '4' they meant!

MEN NEEDING CREW — CONT'D

Derek Hayden-Luck, 63, Berth #363, Clipper Yacht Harbor, Sausalito, CA , steel ketch 37' LOD .....for 1,2/exp 2/wants 2,5a

Carl Hubbell, 67, 2440 16th St. #165, San Francisco, CA 94103, 30' Tahiti ketch . .....for 1,2,3,4/exp 1,2/wants 2,5a,6

Jim Martini, 63, (916) 424-1947, 1027 35th Ave. #21, Sacramento, CA 95822, Hunter 33 .....for 1,4/exp 1,2/wants 2,6

Mac Pearce, 43, (805) 658-6871, 1198 Navigator, Ventura, CA 93001, Hans Christian 34 *"Tender Mercies"* .....for 1,2,3,4/exp 2,3/wants 1,2,5a

Phil Patch, 60's, (415) 215-0443 (days), P.O. Box 372, Pt. Richmond, CA 94807, 51' LOA cutter .....for 1,2,3,4/exp 1,2/wants 1,3a,4b,5a,6

Jim Stevens, 50, (916) 961-3580, 7540 Farmgate Way, Citrus Heights, CA 95610,36' Cape George cutter, ...for 1,4/exp 1,2/wants 2,5c,6

Eric T. Seibert, 50+, (213) 547-3541, 405 E. 3rd St. #150, Long Beach, CA 90802, 48' Mariner ketch .....for 1,2,3,4/exp 1,2,3/wants 1,2,5c

Jeff Ames, 40, (415) 383-9530, c/o K. Rudiger, 675 Northern Ave., Mill Valley, CA 94941, 30' Pearson Coaster .....for 1,2,4/exp 2,3/wants 1,2,3,5c

John, 46, (213) 833-5118, Cal 36 (crulsing) .....for 1,2/exp 2,3/wants 1,2,5a

Ralph Schmitt, 49, (805) 492-9914, 657 Rushing Creek, Thousand Oaks, CA 91360, Cal 2-29 .....for 1,4/exp 1,2,3/wants 1,2,6

Rod Schoenlank, 69, (415) 726-7970, Pillar Point Harbor #16, HMB, CA 94019, Newporter 40 ketch .....for 1,2/exp 2/wants 1,2,3,4,5a

Benton Turner, senior, (805) 642-6865, 439 Appian Way, Ventura, CA 93003, 34' ketch .....for 1,2,3,4/exp 2,3/wants 1,5b

Paul Pardun, 43, 1750 Auburn Blvd. #52, Sacramento, CA 95815, 28' Swedish wood double-ender .....for 1,2,3/exp 1/wants 2,3a,3b,4a,4b,5a

Michael Weiner, 52, 201 Jamaica, Tiburon, CA 94920, Garden 50 ketch ....for 1,2/exp 1,2,3/wants 1,2,5c

Bruce M. Westrate, 52, (805) 644-5216, 1198 Navigator Dr. #136, Ventura, CA 93001, 35' Hanna Gulfwood ketch .....for 1,2/exp 1,2,3/wants 2,4b,5a , 5c

Charlie Rockwood, 43, (408) 946-0229, box 484, Alviso, CA 95002, 50' ketch ....for 1,2/exp 1,2,3/wants 1,5a

Dane, 50, slip A-27, Spud Point Marina, Bodega Bay, CA 94923, 40' sailboat ....for 1,2/exp 1,2,3/wants 1,5a

Neil Gibbs, 31, 331-5760, 1001 Bridgeway Box 522, Sausalito, CA 94965, CT 44 cutter .....for 1,2/exp 1/wants 2

Gail Lundin, 57, Yate *"Exit Left"* c/o Capitania de Puerto, Puerto Vallarta, Jalisco, Mexico, 38' ketch .....for 2/exp 2,3/wants 2,5a

Lee Simpson, 47, 4275 N. Chateau Fresno, Fresno, CA 93722, 53' ketch ....for 1,2,3,4/exp 1,2,3/wants 2,5a

Al Foreman, 52, (415) 522-8192, P.O. Box 2941, Dublin, CA 94568, 37' Crealock .....for 1,2/ex 1/wants 2

Paul, 55, (415) 634-7145, 50' ketch .....for 1,2,4/exp 1,2,3/wants 1,2,5c,6

T.H., 33, #102-300, 1840 41st Ave., Capitola, CA 95010, 34' Roberts ....for 1,2,3,4/exp 2/wants 1,4b,5c,6

Martin Aalso, 49, P.O. Box 1182, Alviso, CA 95002, B. Roberts 40' Spray ....for 1,2/exp 1,2,3/wants 1,2,5c

Chuck Longanecker, 41, (916) 364-7790, 8810 Cal Center Dr., #150, Sacramento, CA 95826, 38' Swan .....for 1,2,3,4/exp 1,2,3/wants 2,5a,5b,5c,6

Donald Crowe, S/V Smokey Stover, 62, General Delivery, Morro Bay, CA, 27' Port Townsend .....for 1,2,3,4/exp 2/wants 5a

Mike Hoffert, 45, (415) 232-2516, P.O. Box 2503, Sausalito, CA 94966, 41' Newport .....for 1,2,3/exp 1,2/wants 1,2,4b,5c

Ed Eisenberger, 47, (415) 865-2219, 1535 Buena Visa Ave., Alameda, CA 94501, Islander Freeport 41' ketch .....for 1,2/exp 1,2/wants 2,4

Richard Allen, 47, (415) 856-6948, Box 51054, Palo Alto, CA 94303, Bombay 31 clipper .....for 1,2,4/exp 1/wants 2,4b,5a,6

Tim Schaaf, 41, (619) 226-7348, 1220 Rosecrans #135, San Diego, CA 92106, Hunter 33 .....for 1,2,3,4/exp 1,2,3/wants 1,2,5a

Richard Lefief, 37, (408) 236-3322, P.O. Box 355, Brisbane, CA 94005, 30' Piver Nimble trimaran .....for 1,2,4/exp 1,2/wants 2,5c,6

WOMEN NEEDING CREW IN MEXICO

Sandra CH Smith, 40ish, (408) 479-9433, P.O. Box 7423, Santa Cruz, CA 95061, Ericson 35 .....for 1,2/exp 1,2/wants 3a,3b,5c

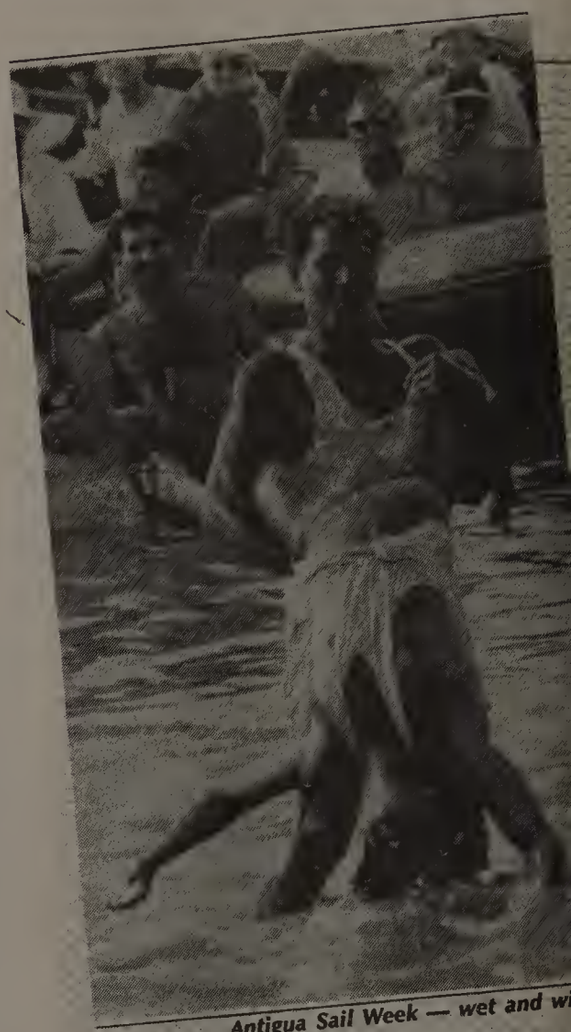
COUPLES NEEDING CREW IN MEXICO

Paul & Bonnie Mikos, 51/48, (415) 522-2725, Ballena Isle Marina, 56' Force 50 ketch .....for 1,2,3/exp 1,2/wants 1,2,3a

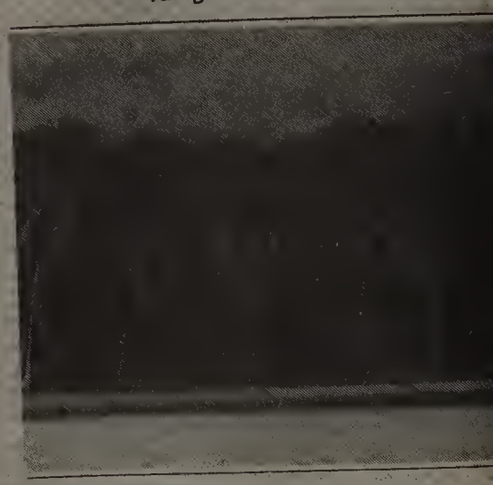
John V. & Pat Walsh, 70/52, (415) 673-0440, P.O. Drawer B, Bethel Island, CA 94511, 65' steel hull staysail schooner (Mason design) for 1,2,3/exp 2,3/wants 2,3,4

WORLD OF CHARTERING

*This month in 'World of Chartering', we offer an excellent account of chartering in the **Leeward Islands**, followed by the tale of a fateful sailboat rental in the **Virgin Islands**. Remember, book your winter charters soon!*



Antigua Sail Week — wet and wi



Cruising The Leewards

In May of this year I put together a three-boat bareboat flotilla to see the Leeward Islands, beginning with the internationally renowned Antigua Sail Week regatta. While we didn't feel confident enough in our sailing or knowledge of the area to compete, we did want to experience it.

We chartered from Sun Charters of Maine, whose boats operate out of both Crabbs Marina on Antigua and Oyster Pond at St. Martin. The company earned high marks for being professionally run and having a staff that wants you to have a good time. The three Centurion 47s, designed by Henri Wauquiez, were nearly new, fairly well-equipped and in immaculate condition. They sailed well to boot.

Several of our group of six had chartered together previously in the Virgins, the Grenadines and the Greek Isles, so we knew we would have a good time. But we threw a twist into the adventure when we decided to get 18 people together and charter the three boats. It was a different kind of trip than our previous ones, as we were all split up, and not everyone was (in the beginning) acquainted. It turned out to be a great time, however, and we enjoyed the Antigua — St. Martin area very much.



BILL SERVICE

A couple of Bay Area charterers work out aboard a Centurion 47 in the Leeward Islands.

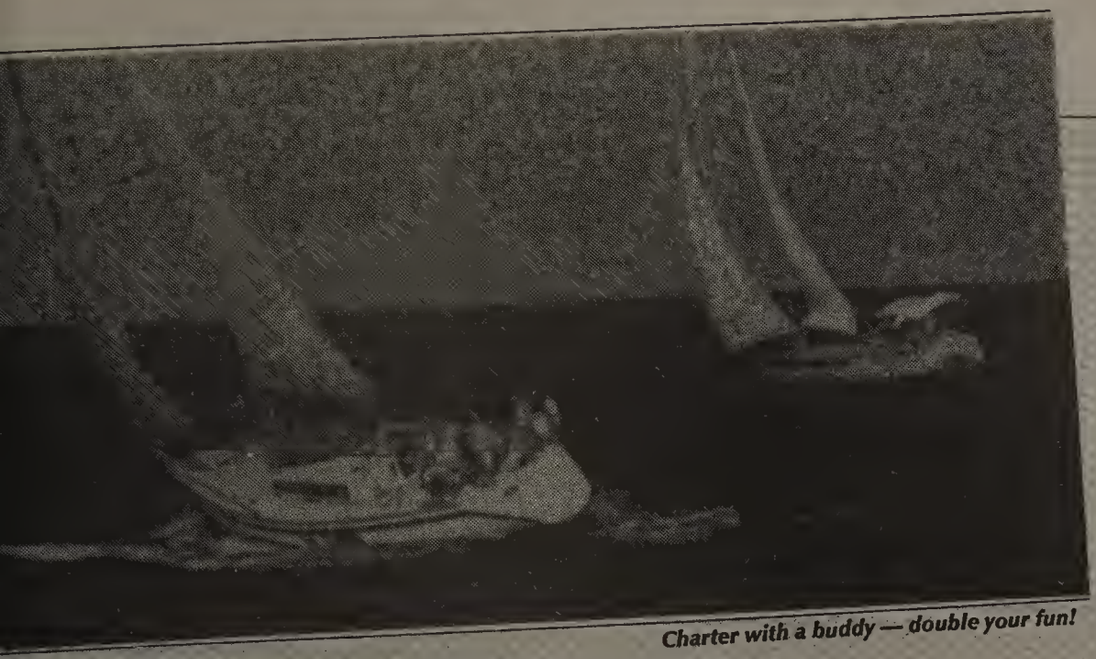
We arrived in Antigua three days before we sailed so we could experience the phenomenon of Antigua Sail Week. The partying and *loud* reggae music continued non-stop. We marvelled at the good job the locals do in patching up their giant outdoor speakers with duct tape. By the time we picked up our boats on Thursday, our group had all gotten acquainted, had seen beach parties ad-infinitum, and were ready for our own party. So we sailed to Deep Bay on the west side of Antigua, which was so protected we were able to raft all three boats together for what was the first — and perhaps best — bash of the whole trip.

Saturday is supposed to be the grand finale to Sail Week, with all kinds of fun and games as well as a formal ball for the racers, but by Saturday I could no longer instigate any enthusiasm among my group to stay for it. They were all filled with wanderlust — or some other lust seeing that 12 of them were single — and wanted to sail off for other lands.

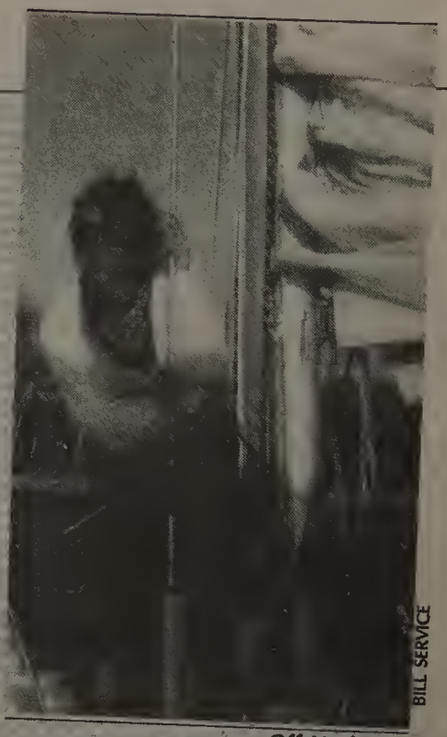
So on Saturday we made the eight-hour sail to Nevis. When you approach the island's palm-lined Pinney's Beach, it looks just like a South Pacific atoll should look. An extinct volcano with clouds hovering around the peak constantly, it's a real beauty. A cab driver recommended and took us to a wonderful restaurant high up in an old converted sugar plantation. Sunday we checked out the north end of Nevis, which was too rough for a decent anchorage. Thus we made St. Kitts after a four-hour sail.

There is quite a bit to see on St. Kitts, and since we needed more provisions, we ended up staying two nights. It took us a whole day to locate the Customs officer so we could clear out. Our cab driver proved invaluable in getting this accomplished, locating the guy in town while we were having dinner. The cabbie also showed us around the rain forest and the old fort — a must — which the English spent 100 years completing. We soon learned to quit suspecting the cabbies of scheming to cheat us — even though they monitor the VHF and are right at the dock when you arrive. There is very little tourism on St. Kitts or Nevis, and we were always treated as welcome visitors.

Our eight hour sail to St. Barts was our baptism to tropical storms. We had experienced squalls, but this thing lasted for four hours and blew at up to 49 knots. The latter two boats had the advantage of seeing me in front struggling to keep control and hearing my "We're in it, and it's blowing like stink" message. They were able to reef and prepare for the blow before it hit. Still, their hard dink filled with water and tried to submarine on them,

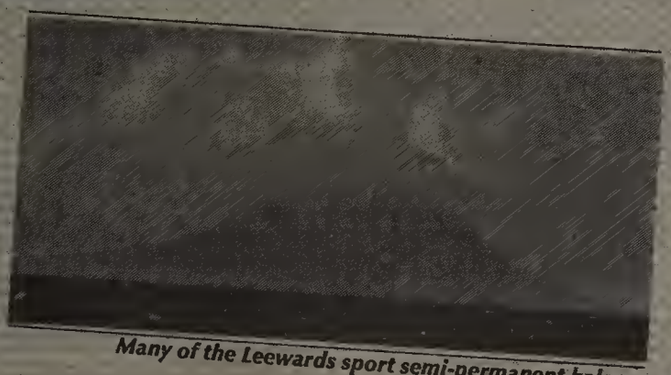


Charter with a buddy — double your fun!

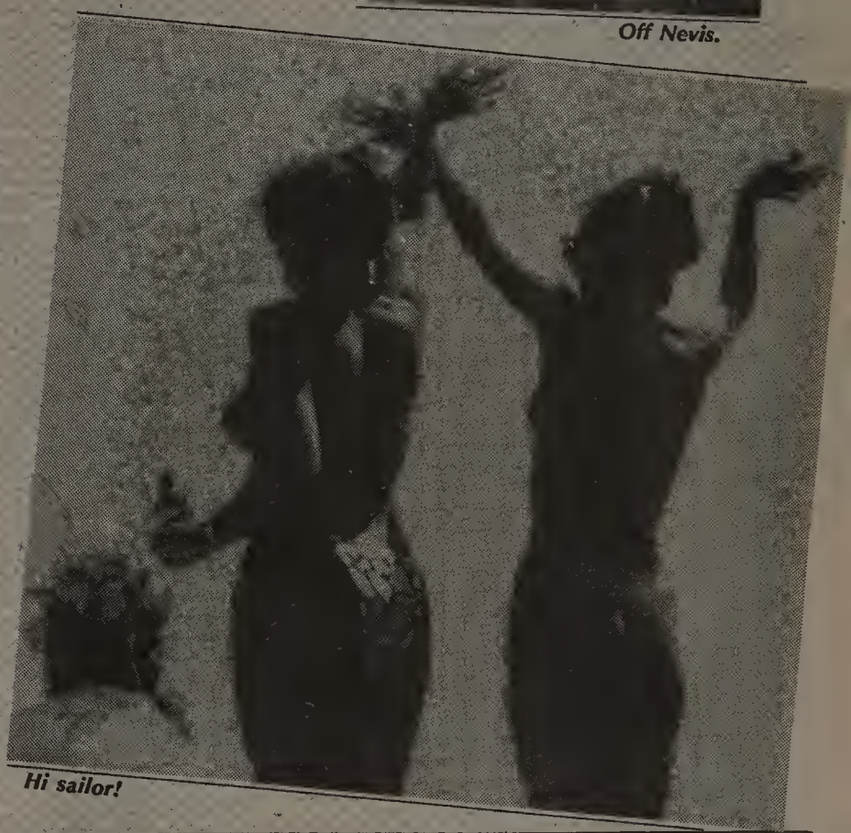


BILL SERVICE

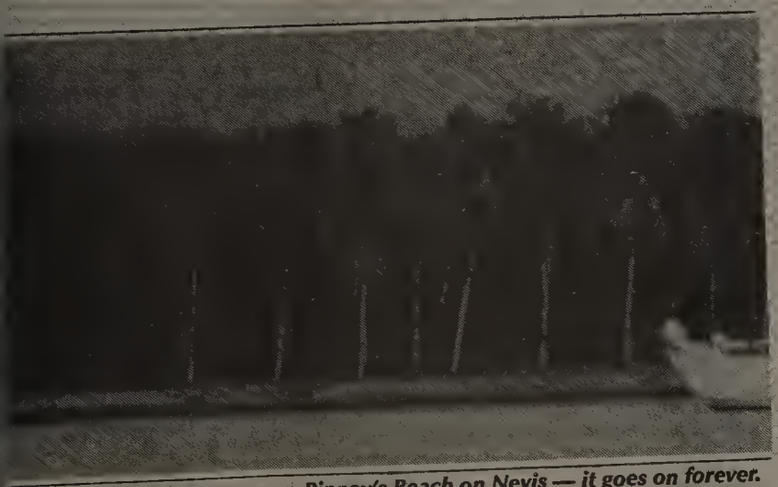
Off Nevis.



Many of the Leewards sport semi-permanent halos.



Hi sailor!

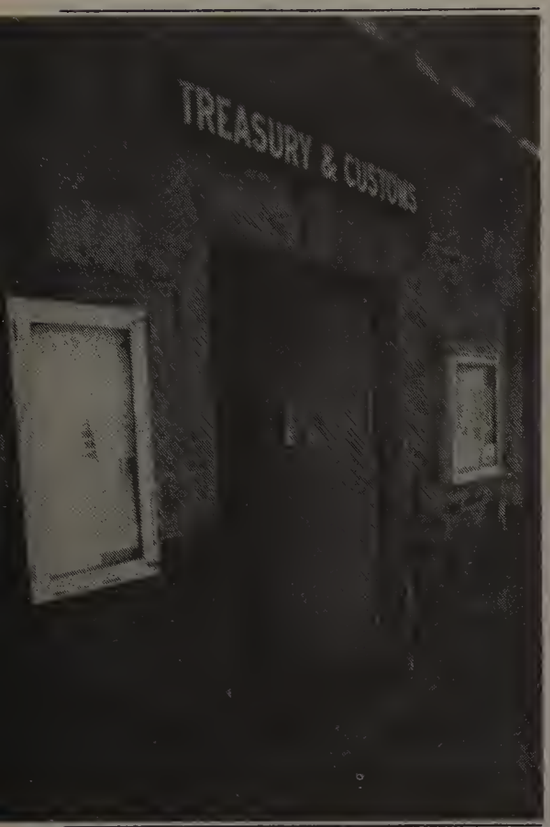


Pinney's Beach on Nevis — it goes on forever.

forcing them to do a mid-ocean bail out. We did not have foulies, and after four hours of rain and high winds, we were shivering.

Nonetheless, we made Gustavia, the main harbor of chic St. Barts just before dark. We tied the three boats stern-to at the quay, enjoyed a spectacular sunset and had a great cocktail party on the adjacent sidewalk, watching the locals play volleyball. The next day everyone rented jeeps and went exploring and shopping. We found so many good beaches and restaurants that we spent two nights before moving on to the north end of the small island where there is a beautiful cove with fine snorkeling. We savored it for a few hours before making the three hour passage to St. Martin/St. Maarten, which as the spellings indicate, is half French and half Dutch. We sailed into Orient Bay on the French side, which is home to a large nudist colony. I can't figure it out, but for some reason everyone wanted to have cocktails ashore, rather than on the boat, that night. Very interesting. Nonetheless, the spectacle of obese middle-aged couples walking naked through the surf gives a whole new connotation to nudity.

The following morning we made the short sail to Oyster Pond Marina on the eastern side of St. Martin. Sun Yacht Charters sent pilots out to guide us in since the narrow channel twists and is lined with hazards. The young girl who piloted our boat in was excellent, and I was glad it was she rather than me, squeezing our 15-foot beam boat into the 14-foot space between two other boats at the dock. Our check-out was remarkably quick as Sun Yachts took great pains to get us off and out in a hurry. Since it was 90°, we were most appreciative. Most of us spent the next two days shopping, touring, beaching, gambling and generally enjoying the mix of French and Dutch cultures.



When the doors of Customs are closed on Nevis — which they often are — there's no getting in.

In making recommendations to others who might follow in our path, we would emphasize the following: 1. You can't get to know an island in one day or even two. You need to meet the people, spend some time and relax to do that. So see fewer islands and stay longer. 2. Try hard to plan your arrivals when the Customs office will still be open, and take care of clearing out the day before you leave. When we decided to depart Antigua, I neglected to take all the passports with me, so they wouldn't clear me out. So the next morning all three captains had to get up at 0600 and take a $25 cab ride to English Harbor — on the other side of the island — to clear out. We couldn't clear out of the nearby St. John's Customs office because it was closed that day.

Because of this, we didn't start for Nevis until after 0900 and didn't get there until after 1600, at which time their Custom offices closed. We also ran across two local holidays that shut down Customs offices. Clearly the checking in and checking out were the big hassles — for the captains. The crews were usually ashore and gone before we finished tying the dock lines. Instead of enjoying the islands, we captains spent half our time hunting down Customs officers. I'm already looking forward to the time when I can afford a crewed charter.

Thirdly, we would recommend that everyone take some kind of light rain gear. Even when it's 75° or 80°, if you're getting blown and drenched for hours it's just like being in the water!

Finally, use the cabbies for help, as it will save you time and money in the long run, and they like to do it. Many of them have large vans and can carry your entire crew.

— bill service
redwood city

Bill — An excellent report. We charter in those waters frequently and agree with all your observations and recommendations. The only option others might entertain is skipping either Nevis or St. Kitts in favor of hitting Anguilla, an interesting island/country just five miles from St. Martin with spectacular diving.

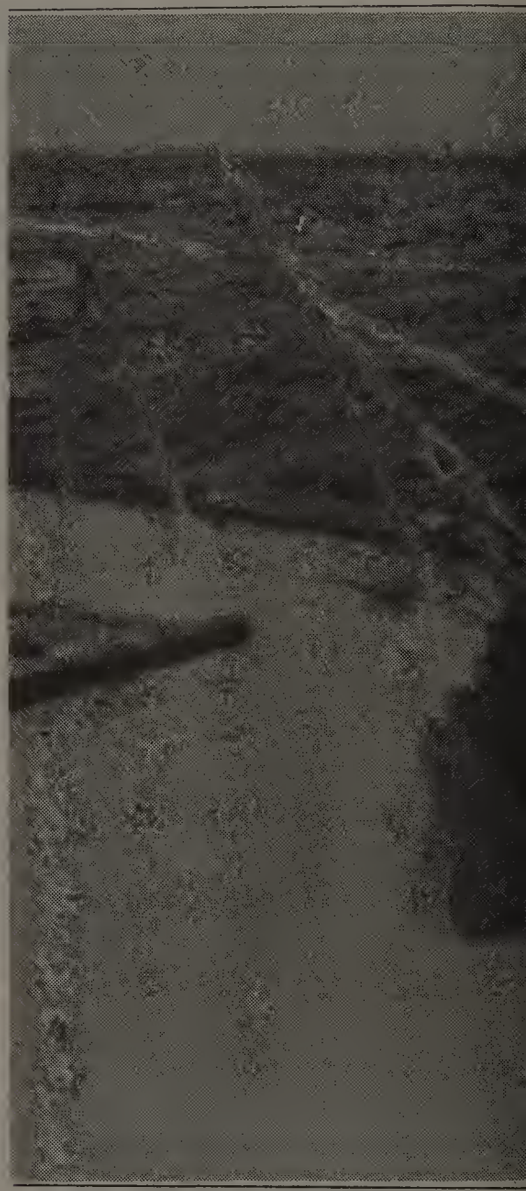
Humorist Dave Berry's
Virgin Island Sailboat Charter

We wanted to have a relaxing family vacation, so we got together with two other families and rented a sailboat in the Virgin Islands. There is nothing as relaxing as being out on the open sea, listening to the waves and wind and the sails and the voices downstairs yelling, "*HOW DO YOU FLUSH THESE TOILETS?*"

It takes a minimum of six people, working in close harmony, to successfully flush a nautical toilet. They's why those old ships carried such large crews. The captain would shout the traditional command, "All hands belay the starboard commode" and dozens of men would scurry around pulling ropes, turning giant winches, etc., working desperately to avoid the dreaded Backup At Sea, which is exactly the problem that the captain of the *Titanic* was downstairs working on, which is why he didn't notice the iceberg.

We had a competent captain in our cruise group, but just to be on the safe side, we hired a local captain for the first afternoon to demonstrate the finer points of seamanship. He was on our boat a total of three hours, during which time he demonstrated that he could drink six of our beers and two large direct-from-the-bottle swigs of our rum and still not fall headfirst into the Caribbean. He was definitely the most relaxed person on the boat. His major piece of nautical advice was: "No problem." We'd say, "Which Virgin Island is that over there?" And he'd squint at it knowledgeably and say, "No problem."

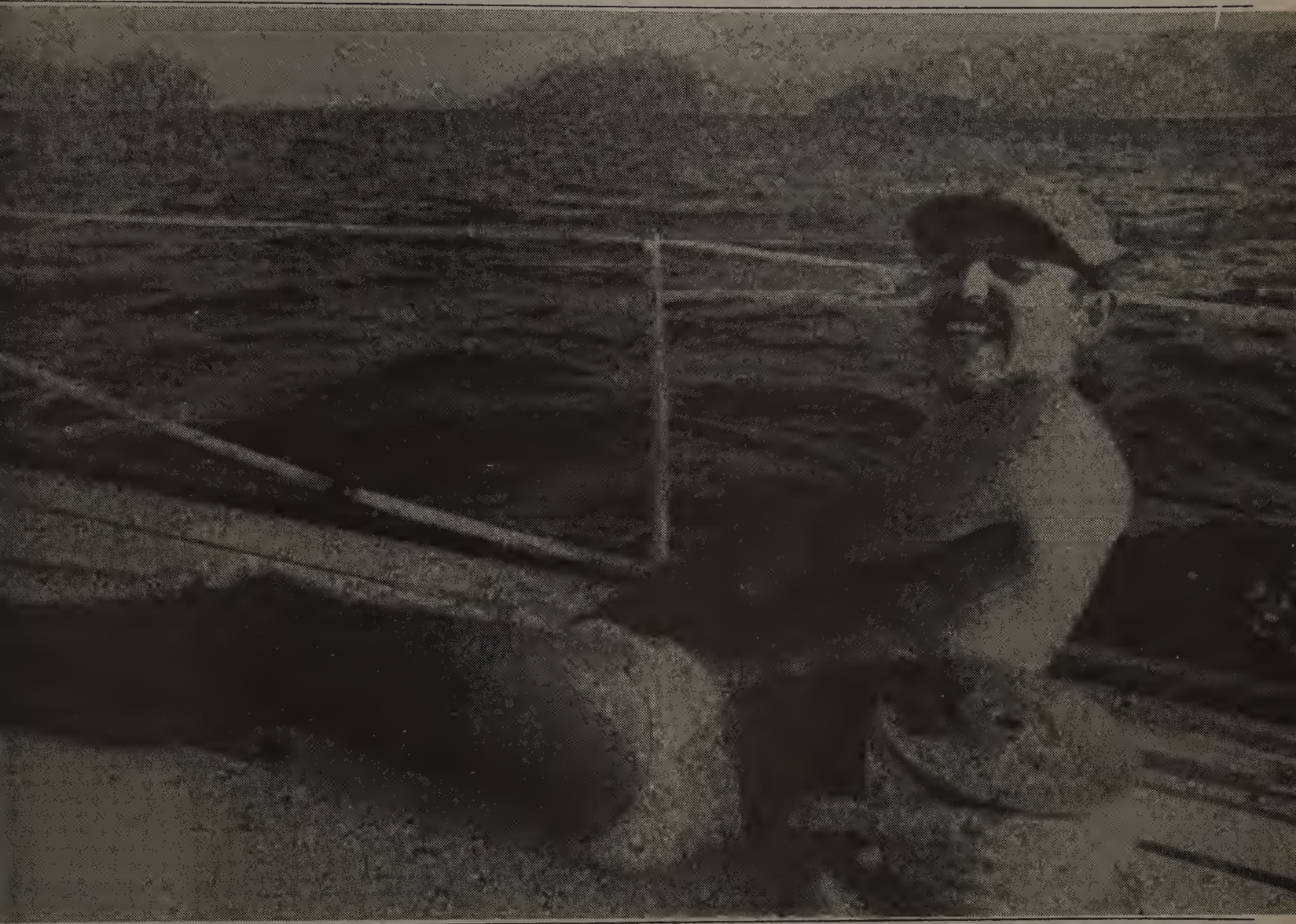
Then he'd go get another beer.



So this was pretty much how we handled it, and the cruise was problem-free, unless you could my Brush with Death. For this I blame the children. We started the cruise with only five children, but after several days on the boat there appeared to be several hundred of them, all of whom always wanted to sit in exactly the same place, and no two of whom ever wanted to eat the same thing for lunch.

So one afternoon a group of them were plying an incredibly complex card game they had invented, wherein everyone had a different number of cards and anyone could change the rules at any time and punching was allowed and there was no possible way to end the game but everybody appeared to be winning, and suddenly a card blew overboard.

Until this kind of emergency arises, you never know how you're going to react. I happened to be nearby with a group of grown-ups who had smeared their bodies with powerful sun-blocking agents and then, inexplicably, gone out to lie in the sun, and when I heard the chilling cry ("Card overboard") I leaped to my feet, and, without thinking, in fact without any



Antonio des Mortes, himself a humorist, battles stress with a Virgin Islands charter. What are you doing this winter?

brain activity whatsoever, jumped into the water, dove beneath the surface, and saw: a barracuda the size of a nuclear submarine. The other people claimed it was only 3 feet long, but I was right there and this barracuda had actual torpedo tubes. It was examining the card closely, as if thinking, "Huh! A two of hearts, here in the Caribbean!" I used this opportunity to exit from the water by clawing violently at air molecules and ascending vertically, Warner-Bros-cartoon-style, back into the boat.

Fortunately, that was my only Brush with Death on the relaxation cruise, except for the other one, which occurred when I attempted to pull up the anchor. You have to pull up the anchor from time to time on a sailboat so that you can put up the sails, which causes the boat to lean over, which allows water to splash in and get all the clothes wet. It's a basic rule of seamanship that everybody's clothes have to be wet all the time. If there's not wind, you are required by maritime law to throw your clothes overboard a couple of times a day.

So I was standing on the deck, hauling up the anchor. You have to be careful on deck, because the 'hatches', which are holes in placed around the sailboat at random to increase the insurance rates. From the moment we got on the boat, I had been warning the children about the danger of falling into the hatches. "Don't fall into those hatches!" I'd say, in a stern voice that we wise old parents use to tell our children the ludicrously obvious. And so, as you have already guessed, when I was pulling on the anchor rope, walking backward, poof, I suddenly became the Incredible Disappearing Man.



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It was a moment of high relaxation that would definitely win the grand prize on the popular TV show "Boneheaded Americans Injure Themselves on Home Video," and I'm sure I'll have a good laugh about it once I'm out of surgery.

No, seriously, all I got was a bruise that is actually larger than my skin surface area, so that parts of it extend into the atmosphere around me. But other than that, it was a swell cruise, and I strongly recommend that you take one. Make sure you go to the bathroom first.

— dave berry
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Readers — While the nationally syndicated humorist's article on chartering is funny, his secretary told us he really did rack himself up pretty badly 'going down the hatch'.



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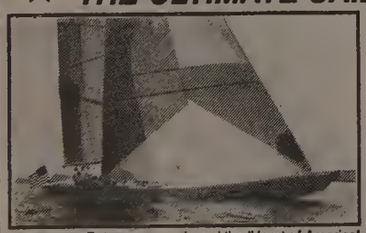
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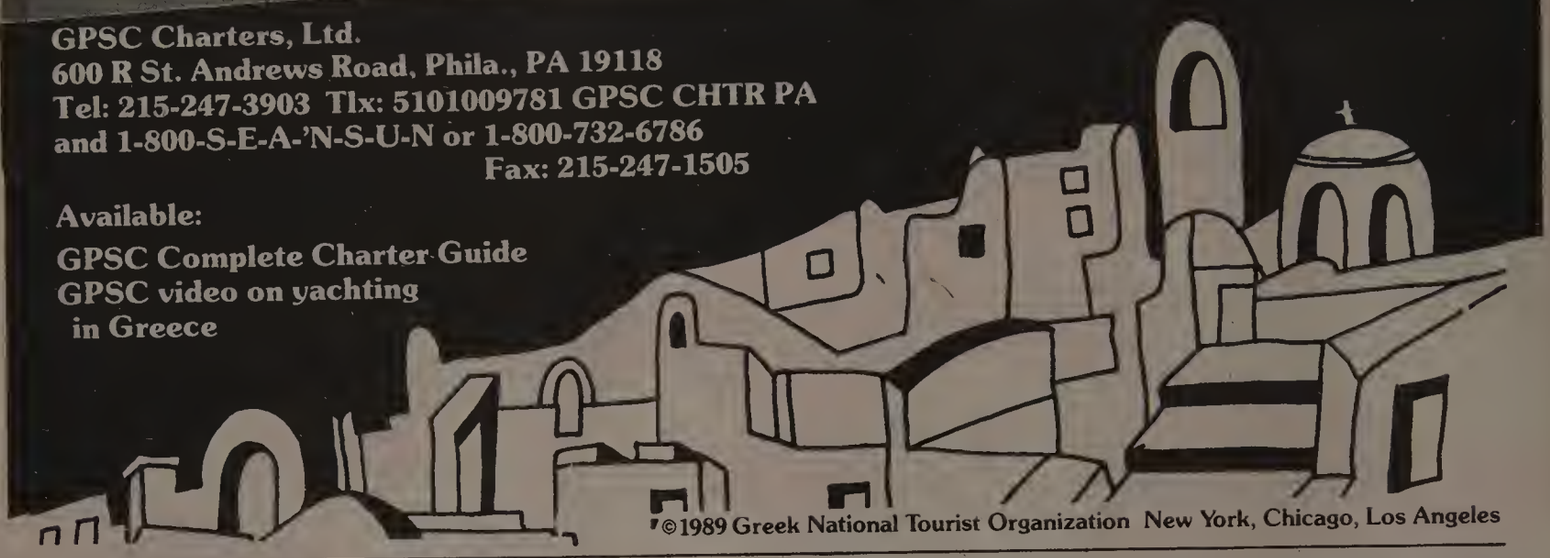
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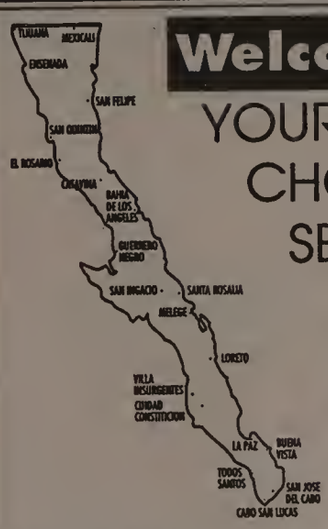
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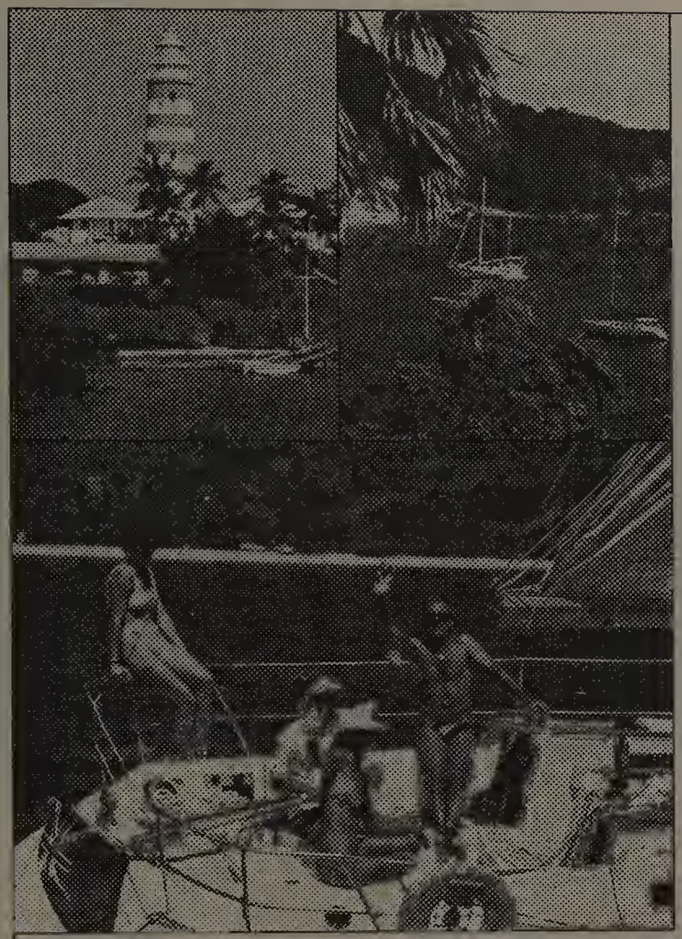
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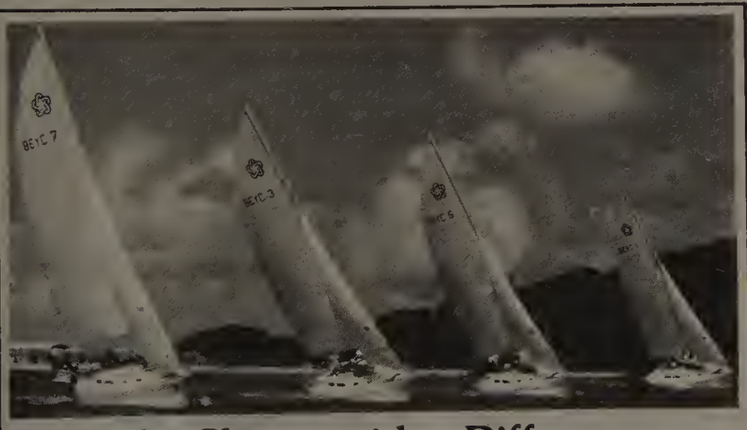
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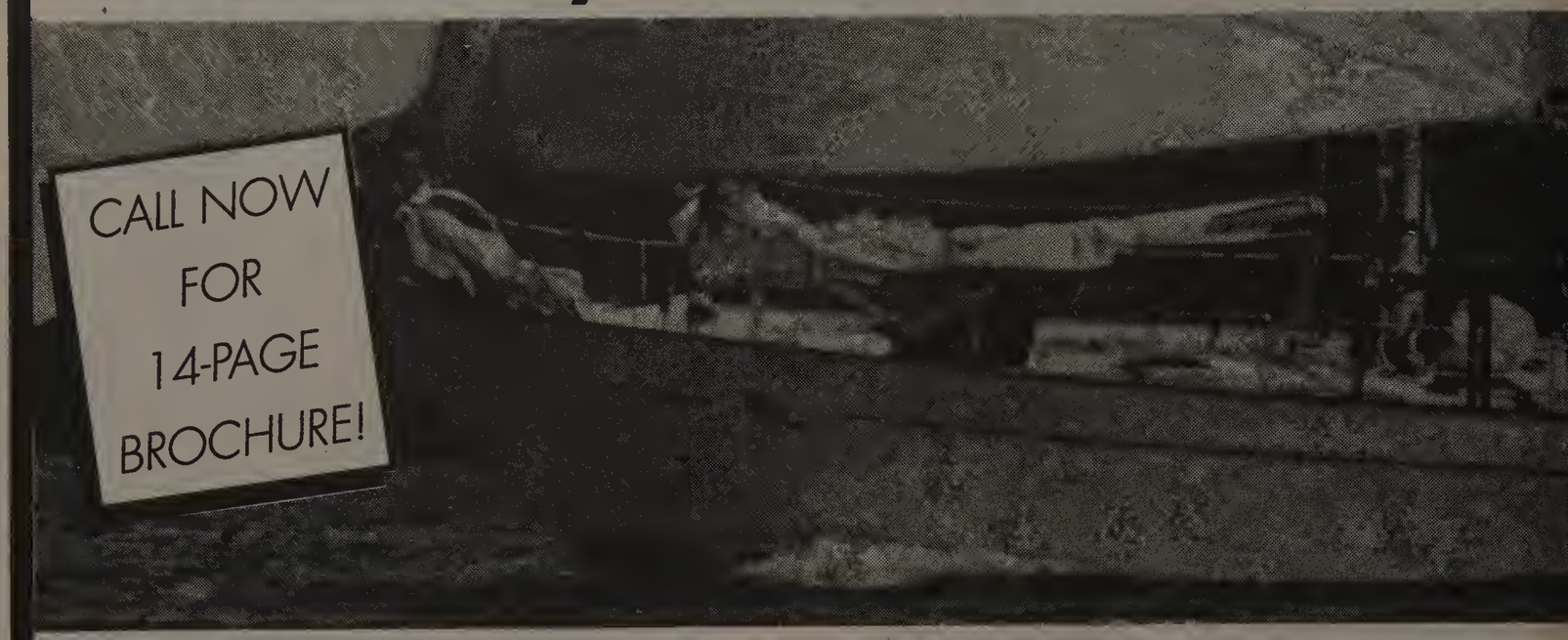
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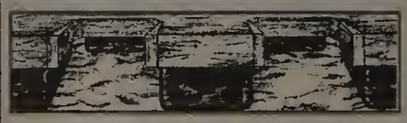


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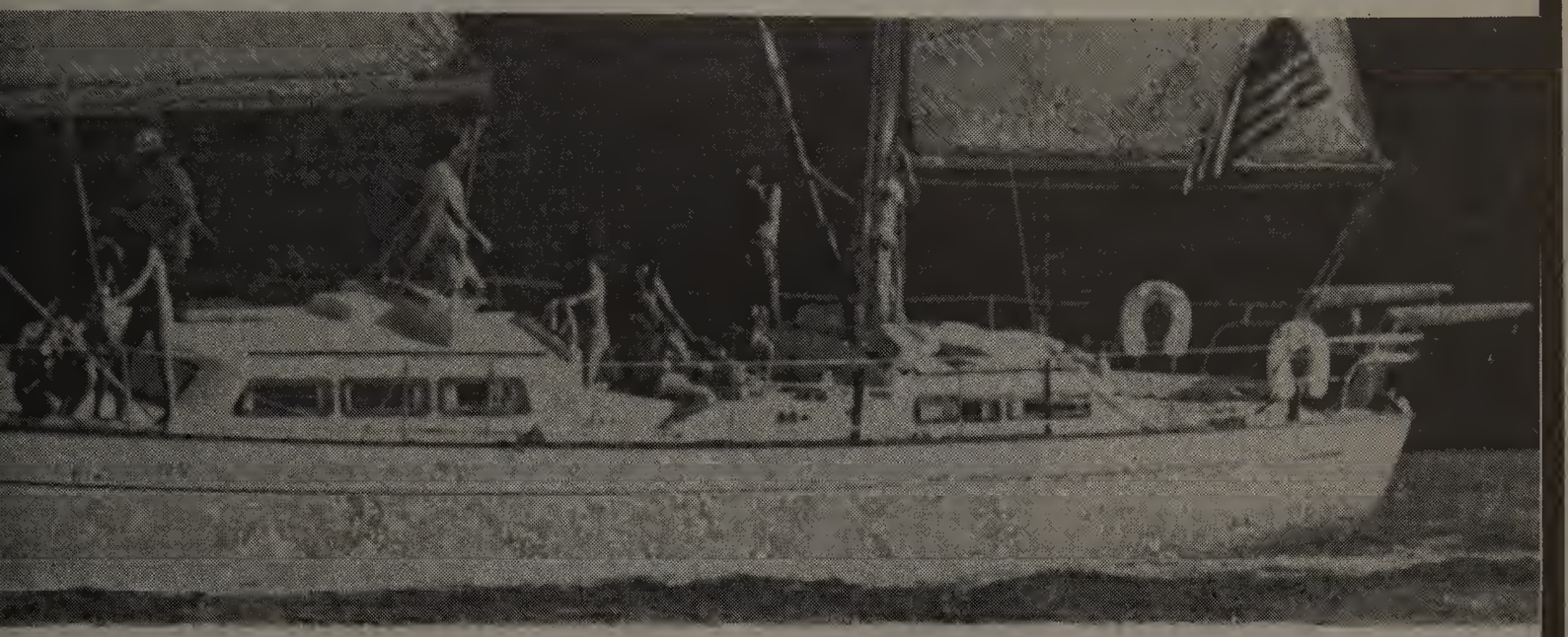


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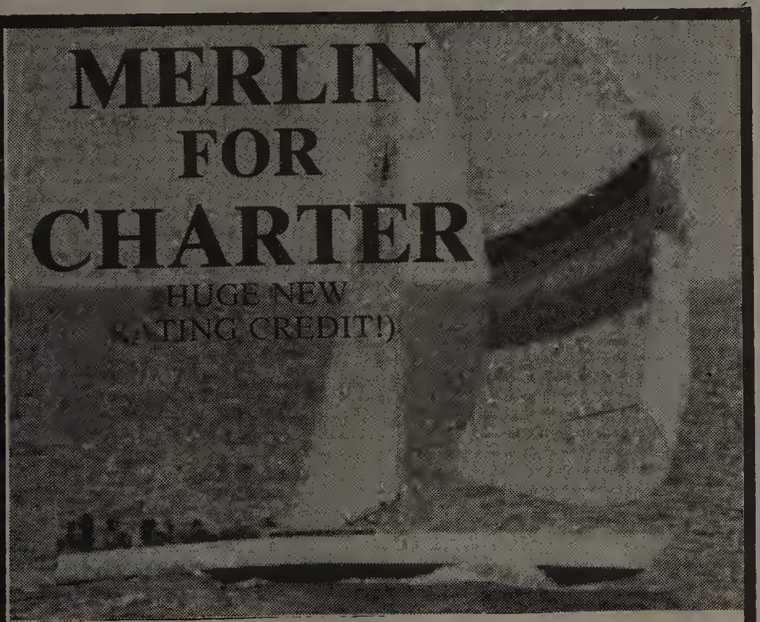
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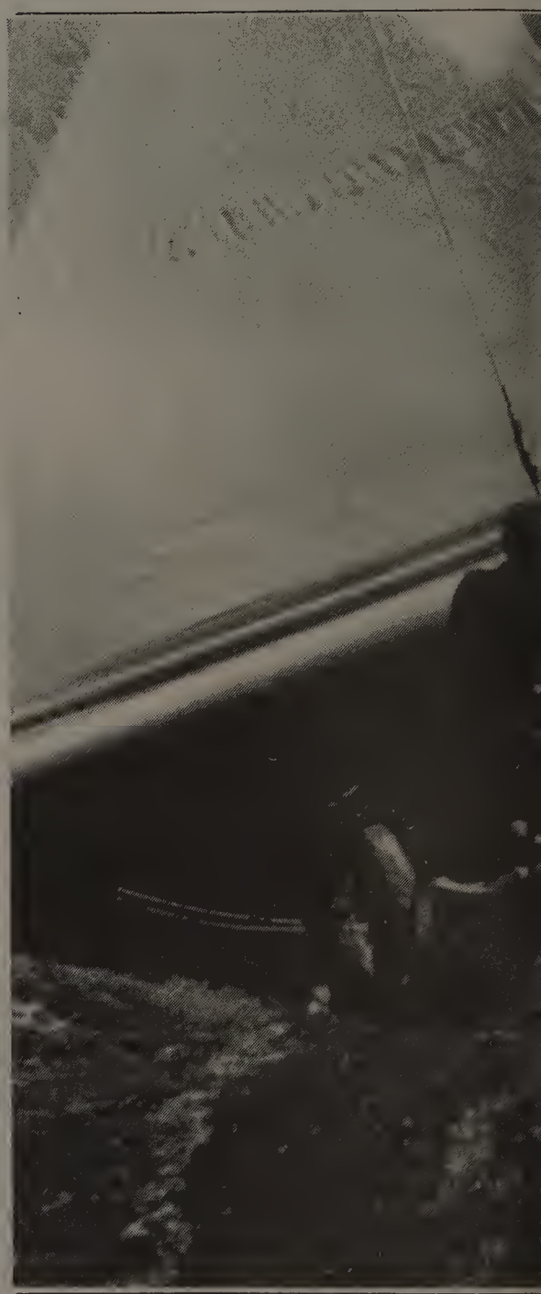
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THE RACING

*With reports this month on the latest **Swan Regatta**; a schedule of the upcoming **midwinter races**; a wrap-up of the **North Bay Series**; the **Windjammers Race** to Santa Cruz; the **J/29 PCCs**; the **Plaza Cup** for Olson 30s; the so-called "**Chesapeake Challenge**"; the **Olson 25 Nationals**; a well-attended **Jazz Cup**; the **Jessica Cup** for old woodies; three **ocean races**; two **Soling championships**; and the usual multitude of **race notes**.*



Swan Regatta

Just as her namesake Zeus was *el supremo* among the Greek gods, Van Fowler's stock 1985 Swan 391 *Zeus* reigned supreme at Saint Francis YC's Swan Regatta on September 7-9. In fact, driver Fowler and tactician Scott Easom swept the event with straight bullets, both in class and overall. Fowler, a Sausalito real estate developer, attributed their dominance to "good sails, tuning the rig and a good group of people on board."

Among the crew on *Zeus* that weekend were "a whole bunch of guys named John" (Collins, Rumback and Stewart), Patrick Adams, Liz Hecker, Chris Morris, Shelley Gauntt, and Kirk Denebiem. "We went out for practice on Thursday night, and I broached the boat pretty badly a few times," laughed Fowler. "Fortunately, I got it all out of my system before the regatta began!"

Fifteen elegant Swans participated in the three-day, three-race owner/driver regatta. Results were handicapped under the IMS rule, though most of the Swans, including *Zeus*, were sailing with guesstimated temporary ratings for the weekend. "Conditions were ideal for a 'furniture' regatta," claimed *Aniara*'s John Baier of the sunny, moderately windy (20 knots) series. "With any less wind, the boats would have been glued to the water; with any more, it would have been a scary movie." As it was, it was windy enough that *To the Max* blew out her mainsail in each of the two first races, leaving David Lohrey's *Perseverance*, with Jeff Madrigali on board, as the easy winner of Class A.

Hugh Beatty's Torrance-based *Black Swan*, with Norman Davant providing tactics, swept the four-boat Class B. *Equity*, which two years ago won this regatta overall as *Troubadour*, was second, beating *Topo* by a point. Steve Taft was the consultant on *Equity*; Hank Easom called the shots for *Topo*. *Bones VIII* dropped out of the first race when a crewman shattered his foot in five places (see *Sightings*); they never really got back in the hunt after that unfortunate accident.



LATITUDE/RICHARD

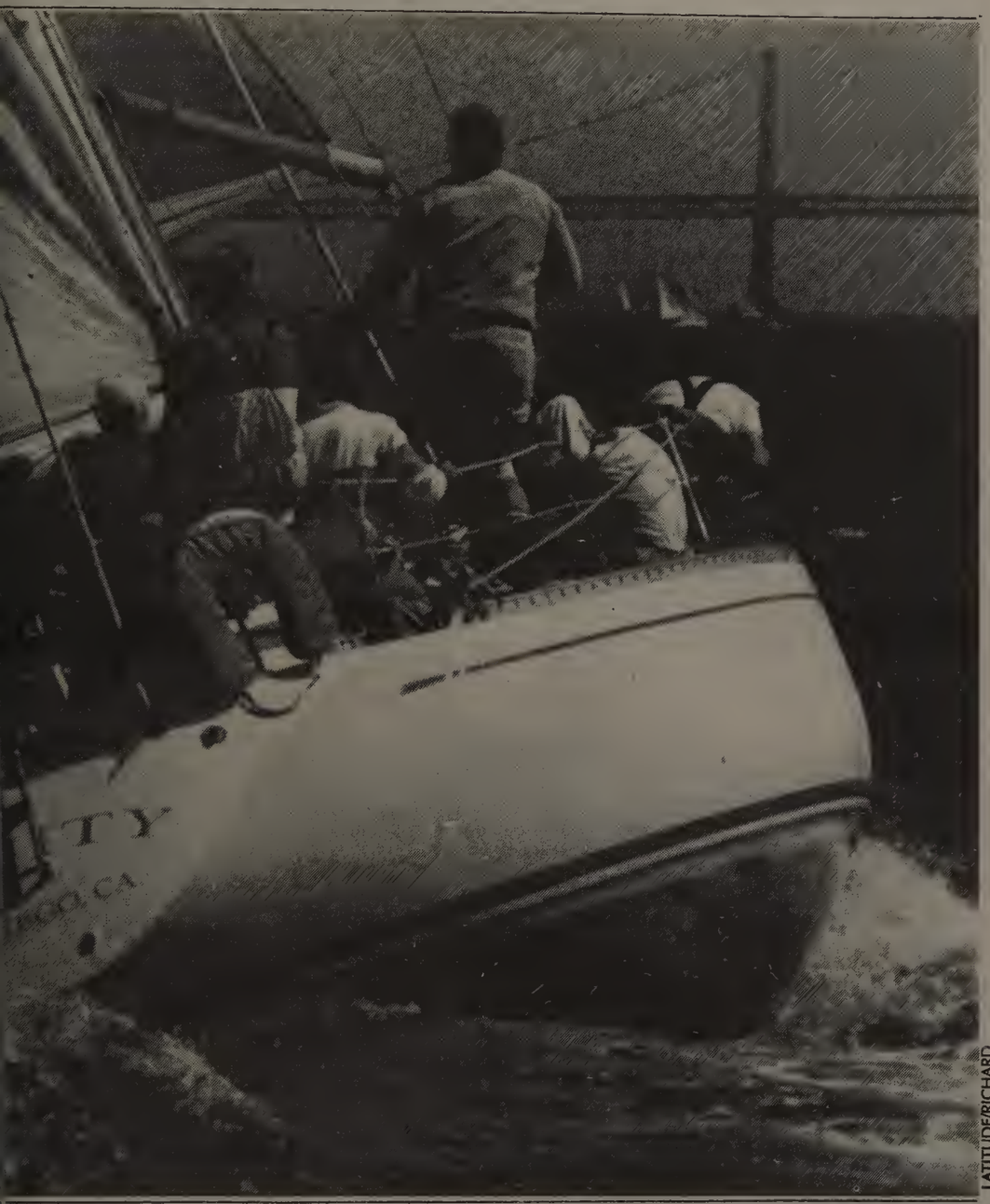
Riding the rail on 'Perseverance', the 'maxi' entry at this year's Swan Regatta.

Though bigger in terms of boats, Class C wasn't quite as competitive as Class B. "*Razzmatazz* was our main rival," admitted Fowler. "They were actually faster, but we sailed smarter. Being able to 'go to school' on the class in front of us really helped."

Shoreside activities were as classy as the yachts: Rolex sponsored a Friday afternoon party; there was a dinner dance Saturday night; and a champagne awards ceremony ended the weekend. To the delight of the crowd, it was announced that the West Coast Rolex Swan Cup — the 'real' thing that has heretofore been held biennially in the placid waters off Newport Beach — will be raced on the Bay next September. That event, five days of racing with a lay day in the middle, promises to be the best — and maybe the biggest — Swan event ever held on the West Coast.

DIV. A — 1) **Perseverance**, Swan 59, David Lohrey, 3.5 points; 2) **To the Max**, Swan 53, Max Condon, 5.75. (2 boats)

DIV. B — 1) **Black Swan**, Swan 44, Hugh Beatty, 2.25 points; 2) **Equity**, Swan 46, R. Michael Pack, 7; 3) **Topo**, Swan 44, Tony Guzzardo, 8; 4)



LATITUDE/RICHARD

'Equity' (ex-'Troubadour') lookin' good in the Swan Regatta.

Bones VIII, Swan 47, William Chapman, 13. (4 boats)

DIV. C — 1) **Zeus**, Swan 391, Van Fowler, 2.25 points; 2) **Razzmatazz**, Swan 42, Dennis Robbins, 6; 3) **Blue Swan**, Swan 37, Peter Marble, 11; 4) **Cygnet**, Swan 391, Lou Freeman, 14; 5) **Aniara**, Swan 38, Eric Schou, 15; 6) **Valkyrie**, Swan 36, Terry Iverson, 17; 7) **Nuance**, Swan 41, Ray Kaleda, 19; 8) **Mahal**, Swan 38, Bjorn Forsberg/Hugo Bogren, 24; 9) **Cygnus**, Swan 41, Jerry Hansen. (9 boats)

OVERALL — 1) **Zeus**, 2.25 points; 2) **Black Swan**, 6; 3) **Equity**, 11; 4) **Topo**, 13; 5) **Razzmatazz**, 17. (15 boats)

Mucho Midwinters

First the bad news: summer's over. What could possibly be the good news, you ask? Well, unlike our relatives in the Midwest and the East Coast — who are even now tying tarps over their recently hauled boats — we can keep racing throughout the winter season.

Lucky us! But ironically, there's almost too much racing: you can literally race every weekend this coming winter except over the New Years holiday. The schedule has become so cluttered that as many as three midwinters are slated for the same day, such as in January and February, when San Francisco, Corinthian and Encinal yacht clubs will all compete for entries in concurrent regattas. "That's ridiculous," complains rockstar Hiram Gunn. "The yacht clubs are getting greedy, and something's got to shake out."

To avoid RFS ("racer's fatigue syndrome"), Gunn recommends that even the most gung-ho racers limit their midwinter racing schedule to two, or at most three, series. "Lighten up, or you'll burn out," preaches Gunn. "There are other things in life, like spending the weekend with your family, going skiing or going to 49ers games." Interesting advice from a non-skiing bachelor who despises football, but he's got a point. Personally, we're going to stick to our tried-and-true favorites this winter: Golden Gate for big boats, BYC/MYCO for one design, and Corinthian for all-around fun and Saturday night partying.

But don't let us, or Hiram Gunn, dictate what *you* do. For entry forms and/or more information on any of these midwinter series, call the numbers listed below, or call YRA (771-9500). Next month, we'll move these dates to the *Calendar*; if your club's series doesn't appear below, drop us a note and we'll include it next time.

BERKELEY/METROPOLITAN YC — 11/10-11, 12/8-9, 1/12-13, 2/9-10; $40; Kirt Brooks (284-7041) or Bobbi Tosse (393-9885).

CORINTHIAN YC — 1/19-20, 2/16-17; $25; CYC, 435-4771.

ENCINAL YC — "Jack Frost Series"; 11/17, 12/15, 1/19, 2/16, 3/16; $35; John Hughes, 523-7132.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series"; 11/3, 12/1, 1/5, 2/2, (3/2 make-up); $50; GGYC, 346-BOAT.

SAUSALITO CC — 10/27, 11/24, 12/22, 1/26, 2/23; $25; SYC hotline, 332-9349.

SAUSALITO YC — 11/10-11, 1/12-13, 2/9-10, (3/9 make-up); $45; SYC, 332-7400.

SAN FRANCISCO YC — "Fall Series": 11/17-18, 12/15-16; "Winter Series": 1/19-20, 2/16-17; $30 each or $50 for both; SFYC, 435-9133.

North Bay Series

Vallejo YC boats dominated the final standings of the nine-race (2 throwouts) North Bay Series, which concluded with a tranquil Martinez YC-hosted race on September 15. Each of the North Bay yacht clubs (Benicia, Martinez and Vallejo) hosted three races of the series.

The North Bay Series is open to any member of a PICYA club, and this year ran from April through September. "It was probably a bit too long," concedes Division A winner John Webb. In an effort to attract more participation — especially from out-of-towners — next year's format may be changed to three races on the

third weekend each of April, June and August. Each club would host one weekend, which would consist of two races Saturday, a party Saturday night and a race Sunday.

Overall winners of the 1990 North Bay Series follow:

DIV. A — 1) **Invictus**, C&C 40, John Webb, BenYC, 7.75 points; 2) **Cole Train**, Yamaha 33, Doug Cole, VYC, 14.5; 3) **X Ta C**, Olson 29, Bill Sweltzer, VYC, 16.75. (7 boats)

DIV. B — 1) **Sleeper**, O'Day 27, Gary Cicerello, VYC, 5.25 points; 2) **Rubaiyat**, Newport 30, John Arlsman, VYC, 16.75; 3) **Sundance**, Catalina 27, Ken Van Story, BenYC, 23. (6 boats)

DIV. C — 1) **Risky Business**, Santana 22, Tom Rolf, VYC, 6.5 points; 2) **Latent Image**, Dufour 1/4 ton, Gary Slack, VYC, 11.25; 3) **Escape Hatch**, O'Day 27, Richard Jaenson, MYC, 19.75. (6 boats)

Windjammers Race

A total of 86 boats — down from 1989's all-time high of 132 boats and 1988's 100 boat turnout — participated in the annual Windjammers Race on September 1. Conditions for the traditional 67-mile San Francisco to Santa Cruz sleigh ride were somewhere between "perfect" and "too windy", depending on who you talked to. From a light air start at 10 a.m. off Baker Beach, the wind built to 25-35 knots off Ano Nuevo and Davenport, only go light again near Santa Cruz as night approached.

"It was a typical Windjammers — not a drifter like last year or a gearbuster like two years ago," said Peter Hogg, who remembers the '88 race all too vividly (he destroyed his catamaran on a whale). "This year, the closest we came to a whale was 50 yards — and that was close enough!" Hogg claimed. He described hitting 23 knots ("Kame Richards couldn't wipe the smile off his face!") and finishing only a minute off *Mongoose*'s elapsed time, but still he was frustrated by the whole experience: "The Windjammer YC won't recognize multihulls anymore; they cashed my check, but wouldn't give us a starting gun or an official finish. . . "

Paul Simonsen's first-to-finish *Mongoose* took seven hours to finish the relatively quick race, but the baby blue SC 70 was still an hour off *Merlin*'s 1984 record of 5 hours, 59 minutes. A pack of four SC 50s, however, was nipping at *Mongoose*'s heels the whole way.

The 50s had breeze the whole way, but then rudely slammed the door behind them as they finished. All four of them, led by a hot crew on *Roller Coaster*, corrected out over the entire fleet. Eighteen boats dropped out rather than twirl around off Santa Cruz all night; all other boats trickled in before midnight.



RONNA NELSON

Brothers Matt (left) and Jon Carter (driving) piloted their 'Surefire' to third in class in this year's Windjammers Race.



DIV. I — 1) **Roller Coaster**, SC 50, Burnap/Fraser/Hetzer; 2) **Chasch Mer**, SC 50, Randy Parker; 3) **Acey Deucy**, SC 50, Richard Leute; 4) **Oaxaca**, SC 50, Jim Ryley; 5) **Mongoose**, SC 70, Paul Simonsen. (8 boats)

DIV. II — 1) **Tsiris**, Olson 29, Dan Nitake; 2) **Spindrift V**, Express 37, Larry Wright; 3) **Flamingo**, Express 37, Rod Sievers; 4) **Shaman**, SC 40, Keith Carlson; 5) **Camelot**, SC 40, John Blackburn. (17 boats)

DIV. III — 1) **Mac Pac**, Wilderness 40, George McCormick; 2) **Pakele**, Custom 25, Humphrey/Sampson; 3) **Surefire**, Frers F-3, Matt & Jon Carter; 4) **Bottom Line**, Olson 30, Tony Pohl; 5) **Riff Raff**, Santana 35, Air/Darby. (13 boats)

DIV. IV — 1) **Glory Days**, Pretorian 35, Andy Rothman; 2) **About Time**, Ranger 33, William Martin; 3) **Numerator**, Fast 345, Dennis Albright; 4) **Our Fantasy**, Cheoy Lee Cutter 44, Fred McClain; 5) **Marvel**, Pretorian 35, Loren Narovelll. (10 boats)

DIV. V — 1) **Shenanigan's**, Merit 25, Pat Brown; 2) **Freewind**, Cal 9.2, Don Lessley; 3) **Con Carino**, Cal 2-27, Gary Albright; 4) **Fury**, Northstar 727, Lon Woodrum; 5) **Chelonia**, Yankee 30, Ed Ruszel. (16 boats)

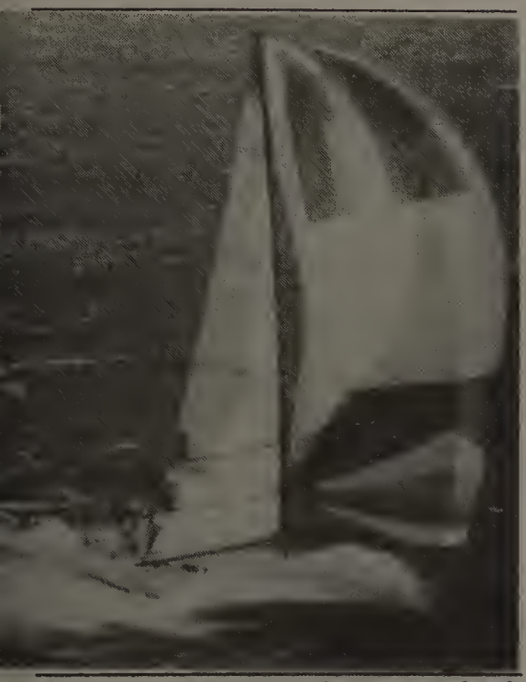
DIV. B (motor allowance) — 1) **Merlin**, Lee 66, Donn Campion; 2) **Gypsy Warrior**, Freya 39, Rick Glo; 3) **Coast Starlight**, Morgan 382, John Day English; 4) **Horizon**, Aries 32, Enzensperger/Hobart; 5) **Invergarry Castle**, Hunter 40, R.S. Hill. (16 boats)

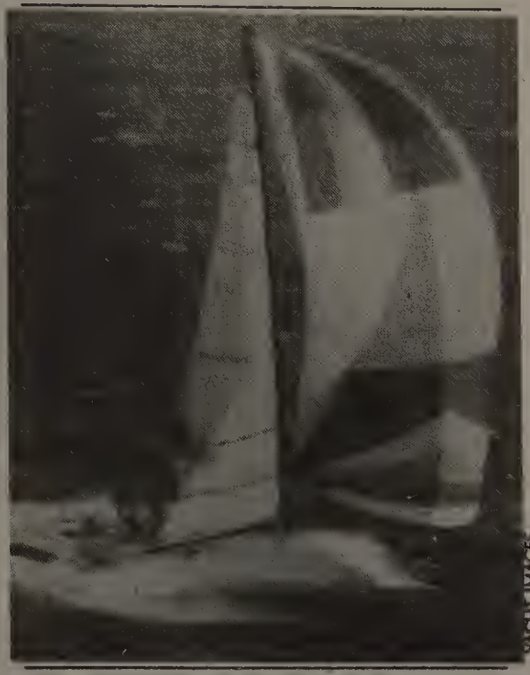
IMS — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Infrared**, Davidson 44, Craig Sharrow; 3) **Gemini**, Baltic 38, Dave Fain. (4 boats)

MULTIHULLS (unofficial) — 1) **Aotea**, Antrim 40, Peter Hogg; 2) **Defiance**, Cross 46, Bill Maudru. (2 boats)

J/29 PCCs

"Everything came together for us this year," claimed a happy Pat Benedict, owner/driver of *Advantage II*. In fact, in the process of winning the J/29 Pacific Coast





YACHT IMAGES

Jammin' to Santa Cruz: the SC 50 'Chasch Mer' ignites the afterburners off Ano Neuvo.

Championship on September 15-16, Benedict also clinched the 1990 J/29 ODCA season title (the regatta counted for both). "This was easily our best season ever," said Benedict, who credits some new sails (and coaching) from Howie Marion as part of his winning formula. Crew work, says Pat, was the other ingredient, and he singled out tactician Jeff Ruzier, Tom Ramlan, Dan Voecks and his 15-year-old son Will ("our grinder") as the nucleus of his team.

San Francisco YC hosted the PCCs in conjunction with the Santana 35 Nationals and a fall J/24 invitational. "None of the fleets were exactly large, so it made sense to held the regattas together," said regatta chairman Jeff Madrigali. The J/29s, all seven of them, sailed four races on the Treasure Island race track in fresh breezes. There were no throwouts, as the crew of Gerald DeWitt's *Smokin' J* was soon painfully aware: their second place finish in race two was tossed due to fouling *Power Play* at the windward mark.

"It would have been down to the wire with *Smokin' J*, except for that incident," admitted Benedict, who coasted to an easy win on Sunday.

1) **Advantage II**, Pat Benedict, 6.5 points; 2) **Smokin' J**, Gerald DeWitt/Kimo Winterbottom, 11.5; 3) **Power Play**, Peter Cunningham, 15; 4) **Potsticker**, Kirk Denebeim & Ron Losch, 16; 5) **J Spot**, Tom Fancher, 18; 6) **In the Bagg**, Kevin Bagg, 24; 7) **Thrasher**, Steve & Nick Podell, 25. (7 boats)

Plaza Cup '90 — Just Kid's Stuff

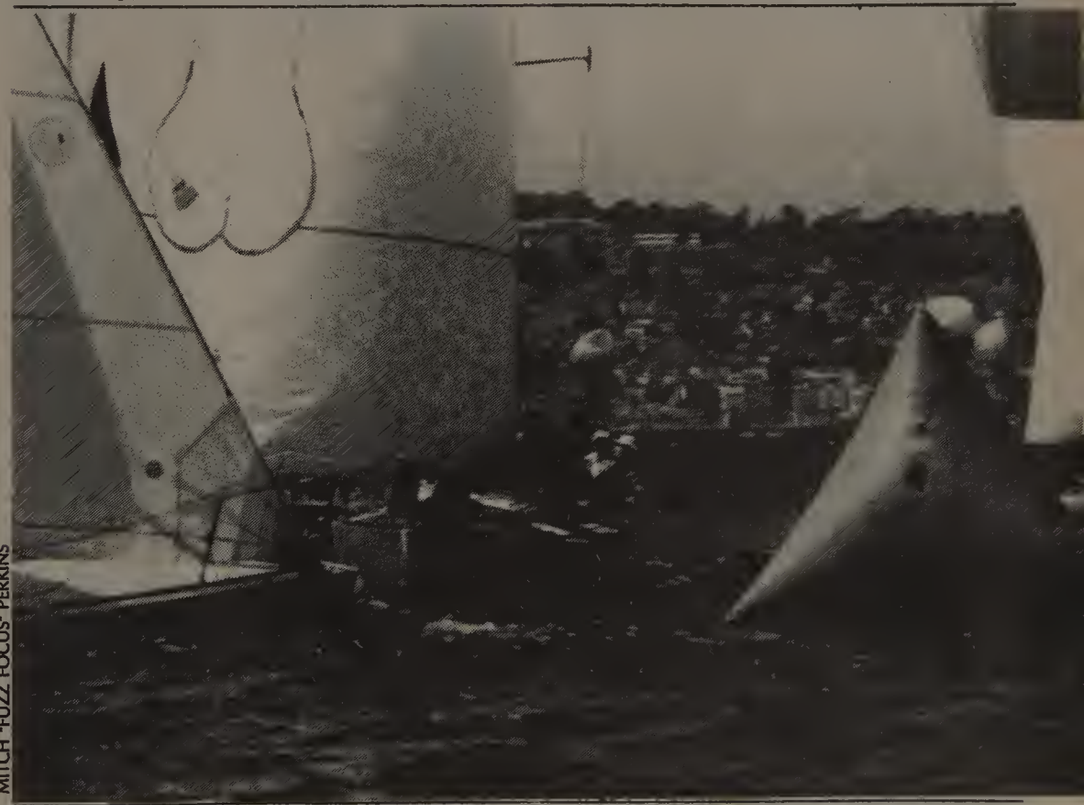
"It's not often you get a kid bossing you around all weekend," laughed Bruce Vessey, driver of the Olson 30 *Sirena* during the September 8-9 Plaza Cup. But when the 'kid' happens to be Morgan Larson and his tactics lead you to victory over 15 other competitors in one of the toughest classes around — well, you make allowances.

This was the sixth running of the Plaza Cup, which is co-sponsored by the Monterey Plaza Hotel and Monterey Peninsula Yacht Club. It's raced in — you guessed it — Monterey Bay. Initiated by the Santa Cruz 50 class in 1985 (as an alternative for not getting invited to the Big Boat Series), the Plaza Cup has evolved into a one-design invitational well able to stand on its own merits. It was raced in 1985, '86 and '88 in 'Cruz 50s, and in 1987 and '89 in Santana 35s. This year's Olson 30 fleet was the largest fleet ever to compete for the Cup.

Racing this year was in medium conditions, which in Monterey means 12 to 15 knots of 'over the swells' sailing with just enough light spots to make it interesting. The lion's share of boats hailed from the birthplace of the Olson 30, Santa Cruz, with five others from Monterey, two from the Bay Area and one from 'down under'. The lone Southern California representative was Marina del Rey's Jim Morris and his *Aliens Ate My Buick* gang, who sailed a chartered boat called *Shadow*.

The Santa Cruz boys dominated, with *Sirena*, Jay Bennett's *Kabala* and Peter Shorett's *Animal House* closely contesting one another for top honors in the three-race series. A fourth boat, Doug Kirk's *Stray Cat* also came on strong, winning two races but later being DSQ'd from both in the protest room.

Larson, Vessey and the rest of the



MITCH "FUZZ FOCUS" PERKINS

'Bottom Line's' clever new spinnaker was a hit at this year's Plaza Cup.

talented *Sirena* crew — owner Steve Shaw, Dave Hodges, Jeff Wallace, Jay Schumann, Chip Bemm and Mike Dobler — didn't have it much easier. They were given a 3-point on-the-water penalty in race one, which bumped their second-place finish down to a fifth. A bullet in race two kept them in the running, but at the wire, "To win, we had to get a good start and we had to put four boats between ourselves and *Kabala*," said Larson. To make a long story short, that's exactly what they did.

And hey, any 'kid' that could pull that feat off could boss us around a race boat anytime he wanted.

1) **Sirena**, Steve Shaw, SCYC (8.75); 2) **Kabala**, Jay Bennett, SCYC (12); 3) **Animal House**, Peter Shorett, SCYC (12.75); 4) **Bottom Line**, Tony Pohl, EYC (14); 5) **Wind Spirit**, Dave Morris, MPYC (15); 6) **Aliens Ate My Shadow**, Jim Morris, South Bay YC (22); 7) **Think Fast**, Al Holt, MYCO (23); 8) **Scandalous**, Mosher/Owens, MPYC (23); 9) **White Knuckles**, Dan Benjamin, MPYC (31); 10) **Stray Cat**, Doug Kirk, SCYC (36); 11) **Sunshine**, John Lawrence, SCYC (36); 12) **Excitable Boy**, Charles Kurtmen, MPYC (36); 13) **Capitol Affair**, John Sanders, SCYC (37); 14) **Bullet**, Mike Gross, SCYC (40); 15) **Patient Lady**, Ron Blue, MPYC (43); 16) **Tsunami**, Haase/Hall, SCYC (44).

The Chesapeake Challenge

A plan hatched at a raft-up in the Vallejo Municipal Marina after the first race of the 1990 YRA season came to fruition September 4 through 8 when five Bay Area sailors and one former San Francisco boat competed in the Catalina 27 National Regatta back on Chesapeake Bay.

Tom Walsh, a commander in the Coast Guard, had raced his boat *Four Little Ducks* for two YRA seasons, and was moving steadily up in the Catalina 27 Fleet 1 standings when he was told he would be transferred to Washington D.C. in July. Upon hearing of the impending transfer that afternoon in Vallejo, members of several Catalina 27 crews volunteered to sail *'Ducks* in the Nationals. As things worked out, Gary Hausler, Joe Martinez, Rick Mills and Bruce Setloff, all of Alameda's *Lost Miner*, made it to Annapolis to challenge the Chesapeake.

The regatta, sponsored by Catalina 27 Fleet 8 and hosted by the Annapolis YC, consisted of one warm-up and five official races over a four-day period. Race organizers Derek Lynch and Steve Mason told the San Francisco group to expect 5 to 10-knot breezes, "warm" temperatures and 1-knot currents.



Prepared for battle on the Chesapeake.

Confidently armed with a fresh bottom on *'Ducks* and a brand new spinnaker from a well-known San Francisco loft, the four intrepid Bay Area sailors landed in Annapolis ready to show their East Coast brethren how to sail. Five races later, the results were decisive: the West Coast boys had gotten their butts kicked.

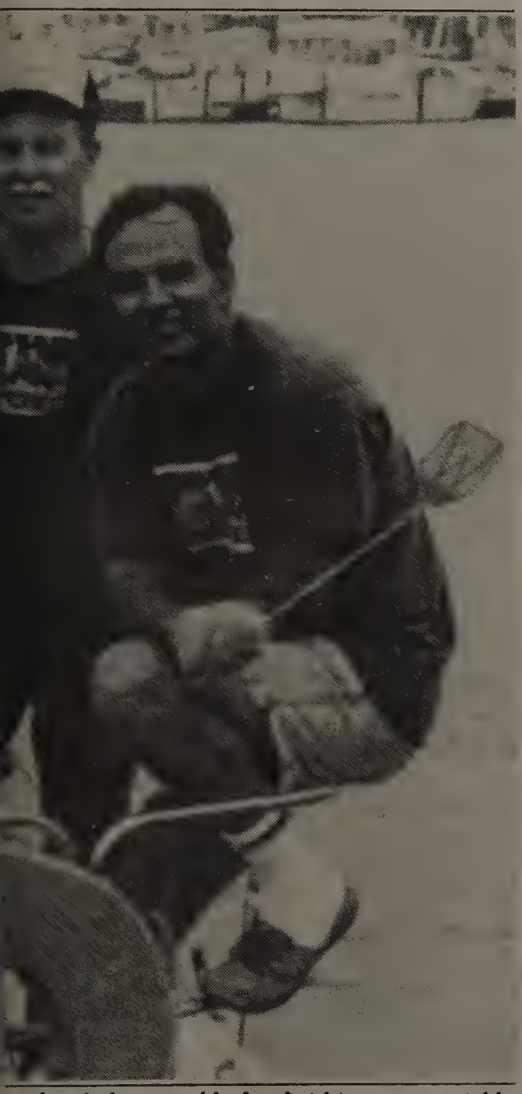
Race 1 was a harbinger of things to come. A windward/leeward course with 1.25-mile legs, we crossed the starting line with the 16 other boats in 3 knots of wind against a three-quarter-knot current. *'Ducks*, with its inboard engine and flat-cut, bulletproof 155 genoa and main, was slowly left behind in the heat haze by outboard-equipped boats with full-cut, lightweight sails led to inboard tracks. We came to life briefly on the first spinnaker run, passing two boats — whereupon we and the four other boats in the back of the fleet were becalmed within 100 yards of the second windward mark. After much discussion, we anchored the boat and for the next hour watched crabs and jellyfish float by in the current as "warm" became 95 degrees with 95% humidity.

Just when we thought it couldn't get much more humiliating, a slight breeze from the south brought droves of biting, buzzing 'Norfolk' flies. Crew entertainment became seeing how many fly carcasses could be lined up on the transom. *'Ducks* finally rounded the windward mark three and a half hours into the race, but was becalmed again at the last leeward mark.

After four hours, with a mile beat to the finish and no wind (remember, this was only a 5-mile race) and holding down a solid last place, the now-humbled crew agreed to fire up the engine and call it quits. Local rules say at least one boat in the fleet must maintain a 2-knot average over the course for the race to count. In Race 1, the winning boat was the only one to meet the requirement — with only eight minutes to spare.

The next two races were virtual carbon copies of the first, except that everybody managed to finish — us still toward the back of the fleet.

For Race 4, the race committee decided to look for more wind. Like a — ahem — mother duck with her brood in tow, they motored northeast for 45 minutes with the fleet following dutifully behind. The crew on *'Ducks*, now armed with flyswatters, resumed the previous three days' entertainment and wondered if they dared show their faces around the bar at the post-race party. We



GARY HAUSLER

decided we could after finishing a respectable seventh — only three minutes behind the leader and with many of the local boats cheering us on — in a welcome 10 to 15-knot breeze.

Saturday dawned clear and windy (relatively speaking) with 15 to 18 knots blowing and whitecaps riding the bay. Tom Walsh, in more familiar conditions, ordered the 120 and a single-reefed main hoisted aboard *'Ducks*. The 'high wind' conditions produced a variety of sailplans among our competitors. The most popular being a full main with 100% blade sheeted to inboard tracks. Others included 155s with double-reefed mains and many combinations in between.

Tom nailed the start and was in second position when the wind started dying on the way to the first windward mark. Oh well. At least the triangular Olympic course included two spinnaker reaches which provided the most interesting sailing of the series. A change up to the 155 on the second reach set the sail plan for the remainder of the race, which *'Ducks* finished ninth in once-again decreasing wind.

Although forced to admit that East Coast sailors are indeed competent, the crew of *Four Little Ducks* had a great time and thoroughly enjoyed the hospitality of the Annapolis YC and Fleet 8. "We must concede that local knowledge is important," said one. "But that's okay. Next year's Catalina 27 Nationals will be hosted by Fleet 1 on San Francisco Bay. We kind of like City-front courses with a 5-knot ebb running. . ."

— gary hausler

Olson 25 Nationals

Dave Skomsvold of Santa Cruz sailed his *By Design* to an upset victory over perennial champion Bill Riley in the 1990 Olson 25 Nationals held on September 20-23. The Richmond YC-hosted five race series opened with a windy 25-mile Bay race, which set the tone for the regatta: *By Design* finished a mere 20 seconds ahead of *Pearl*, while the third place boat was 25 minutes back!

Four buoy races in more moderate wind were held on the Southampton race track over the next two days, with the series lead see-sawing between *By Design* and *Pearl*. It came down to a winner-take-all situation in the last race — Skomsvold and crew (wife Kathy, Dave "Rodney" Hodges, Craig Troop and Dave "Dozer" Cardoza) rose to the occasion, winning both the race and the series.

"It was my first regatta on the Bay," said Skomsvold. "Our tactician, Dave Hodges, deserves a lot of credit. We also sailed well as a team: one time, when I rounded down, our foredeck guy jibed the kite, and we popped up on the other jibe — actually gaining a boatlength on a competitor!"

1) **By Design**, Dave Skomsvold, 9.25 points; 2) **Pearl**, Bill Riley, 11.75; 3) **Vivace**, Bill Riess, 18.75; 4) **Make My Day**, Nat Gildersleeve, 19; 5) **Dreamer**, Mario Wijtman, 28; 6) **Honey's Money**, Bob Evans, 31; 7) **Alchemy**, Joe Kitterman, 37; 8) **Scrambler**, Ross/O'Donnell, 39; 9) **Divine Wind**, Bob Farmer, 43; 10) **Picante**, Ev Lester, 49; 11) **Leonora**, Ted & Diane Keech, 49; 12) **Macushla II**, Brian Leary, 57; 13) **Showtime**, Milano/Temming, 62. (13 boats)

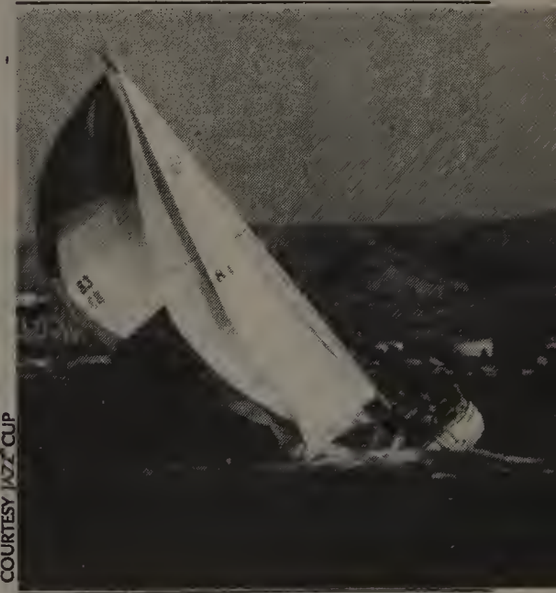
Jazz Cup Regatta

A lot of "first annual" regattas fade away, never to be heard from again. Not so the Labor Day Weekend Jazz Cup, which in only its second year attracted 88 boats (up from 51 in its debut last year) representing 29 yacht clubs. "The Jazz Cup has arrived!" affirms race director Scott Selover, and it would be hard to argue otherwise. In fact, this year's Jazz Cup outdrew both the venerable Windjammers Race to Santa Cruz and the new kid on the block, the Audi/*Sailing World* NOOD Regatta.

As before, the winning formula involved two yacht clubs, South Beach Harbor at the top end of the course and Benicia YC at the finishing end. South Beach YC handled the party on Friday night, and shot off the starting guns near Treasure Island the next morning (September 1) beginning at 10:30 a.m. Seven divisions sailed the mostly mellow downwind 24.5 mile course to Benicia, where the Saturday night awards bash — as well as the regatta's namesake, the Benicia First Street Jazz Festival — awaited the racers.

This year, in addition to four PHRF classes, the Jazz Cup hosted two divisions of IMS boats and an 8-boat one design class for the increasingly popular F-27 trimarans. An IMS entry, the Frers 46 *Golden Bear (ex-Bravura)* sailed by Rob Anderson and his Berkeley buddies, posted the fastest time up the river, finishing in 3 hours, 32 minutes, just two minutes faster than the first F-27.

The race began in a 6 knot southwesterly, which fortunately built as the day progressed. By the time the fleet was marching up San Pablo Bay, the wind was up to 12 or 15 knots, which allowed the lighter boats — such as a pair of Wabbits



COURTESY JAZZ CUP

Going once, going twice: '89 Jazz Cup winner, the Santana 30 'Windflower', about to air out her keel in this year's run to Benicia.

in Class B — to really stretch their legs. Colin Moore's *Kwazy* Wabbit won the PHRF racing overall, but the actual Jazz Cup Trophy (a mounted antique brass trumpet) was retained by Benicia YC, courtesy of club member John Webb's fifth place overall finish with his C&C 40 *Invictus*. "It was a hell of a party afterwards," said Webb, "That's the important thing!"

The Jazz Cup goes to whichever of the two co-host yacht clubs has the highest finishing boat. This year, there was no doubt which club dominated: Benicia YC entries also finished sixth (Bob Neal's *Movin On)* and tenth overall (Dave Jones' *Freestyle*). The top SBYC boat was Greg Cody's C&C 30 *Sorcerer*, which finished thirteenth. "We've taken a blood oath to bring the Cup to San Francisco next year!" warns South Beach YC member Neil Ransick.

PHRF A (0-120) — 1) **X Ta C**, Olson 29, Bill Sweitzer; 2) **My Rubber Ducky**, Hoble 33, Lehel Garami; 3) **Mad Hatter**, Wylie 34, Rich Fisher. (11 boats)

PHRF B (121-153) — 1) **Kwazy**, Wylie Wabbit, Colin Moore; 2) **Contingent**, Wylie Wabbit, Jerry Keefe; 3) **Abigail Morgan**, Express 27; Ron Kell. (15 boats)

PHRF C (154-180) — 1) **Movin On**, Jeanneau 32, Bob Neal; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Showtime**, Olson 25, Milano/Temming. (16 boats)

PHRF D (181-250) — 1) **ETC**, Santana 20, Tom Ochs; 2) **Columbia**, Columbia 9.2, Austin Henke; 3) **Octavia**, Ranger 26, Dick Leask. (16 boats)

IMS Small — 1) **Ozone**, Olson 34, Carl Bauer; 2) **Annalise**, Wylie 34, Paul Altman; 3) **Magic**, Wylie 34, Malcolm Gregory. (7 boats)

IMS Large — 1) **Golden Bear**, Frers 46, Rob Anderson; 2) **Leading Lady**, Peterson 40, Bob Klein; 3) **Invictus**, C&C 40, John Webb. (5 boats)

F-27 — 1) **Satisfaction**, Steve Earnegdool; 2) **Trust Me**, Pierre Carr; 3) **Three Play**, Rob Watson. (7 boats)

OVERALL — 1) **Kwazy**; 2) **Contingent**; 3) **Abigail Morgan**; 4) **Presto**; 5) **Invictus**; 6) **Movin On**; 7) **X Ta C**; 8) **My Rubber Ducky**; 9) **On the Edge**; 10) **Freestyle**. (88 boats)

Jessica Cup

Seven classic yachts, each built in the '20s or '30s, gathered off the Cityfront on September 15 to race in Saint Francis YC's Jessica Cup, an occasionally contested trophy for the vintage varnish set. It was an elite gathering, as only 17 boats on the Bay met the following eligibility requirements: boats had to be of a traditional design and construction, marconi rig, 50 feet minimum on deck and built prior to 1950.



LATITUDE/JR

Style and grace: winner 'Athene', to weather, and 'Xanadu' charge up the Cityfront during the Jessica Cup.

It was the largest turnout for the Jessica Cup ever — in fact it was the first fleet race in the intermittent history of the Cup (previously encounters were all match races). Winds blew in the 15-20 range for the 17-mile Cityfront race — perfect conditions for these graceful craft of the past. Like the Master Mariners Regatta, the course involved a lot of reaching — too much by some accounts. However, unlike the Master Mariners, all the boats started together and were handicapped using local measurer Myron Spaulding's best guess at the boat's old CCA rating.

"I don't know how he figured them, but Myron's handicaps worked out really well," claimed Hank Easom, who steered his trusty 52-year-old 8-Meter *Yucca* to a close second behind Chris Schroll's beautiful S&S 63-foot yawl *Athene*. "The top three boats all finished within three minutes of each other on corrected time. For the longest time, we thought *Bright Star* was going to win the race."

Easom admitted that he didn't help his cause any by hitting the starting buoy off St. Francis YC, incurring a mandatory 720° penalty just seconds after the race got underway. "There was a lot of traffic then, and it was an expensive maneuver," said Hank. "It felt like it took a week!"

The top trio of boats took home conventional trophies; the other participants were awarded, fittingly, cans of varnish. "Hopefully, the Jessica Cup will retain the fleet format in the future," said race official Patrick Andreasen. "It's fun, it's pretty, and it's a lot different than the Master Mariners. I think there's a place for this regatta."

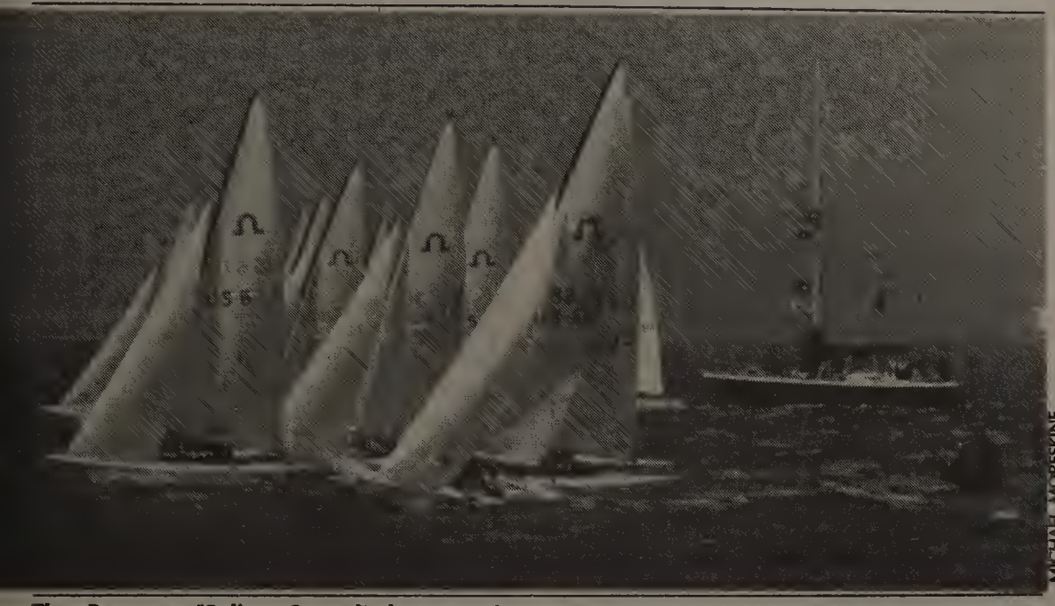
1) **Athene**, S&S 63 yawl, Chris Schroll; 2) **Yucca**, Potter 50 8-Meter, Hank Easom; 3) **Bright Star**, Schock 58 cutter, Jeff Rutherford; 4) **Xanadu**, Rhodes 55 yawl, Xanadu Maritime Association; 5) **Anitra**, 12-Meter US #1, Rob Anderson; 6) **Apache**, Cox & Stevens 58 staysail schooner, Ron Romero; 7) **Barbara**, Alden 59 schooner, Robert Klemmedson. (7 boats)

Ocean Races Past

Sorry, *The Racing Sheet* somehow got too full to allow coverage of the three ocean races that transpired last month. We promise it'll never happen again. Anyway, the important stuff — the results — follow:

DUXBURY LIGHTSHIP (August 25; 34.6 miles):

MORA — 1) **Think Fast!**, Olson 30, AL Holt; 2) **Freewind**, Cal 9.2, Don Lessley; 3) **Bloom COunty**, Mancebo maxi, The Ondry Family. (10 boats)



MICHAEL MORESKINE

The Bay was "Soling Central" last month, hosting both the PCCs and NAs.

PHRO — 1) **Acey Deucy**, SC 50, Richard Leute; 2) **Blitz**, Express 37, George Neill; 3) **Co-Ro-Mar**, Beneteau 42, Marty Christensen. (8 boats)

DRAKES BAY (August 25-26; 28 miles each way):

IMS I (large) — 1) **Kelly**, Olson 40, Ed Shirk. (2 boats)

IMS II (small) — 1) **Petard**, Farr 36, Keith Buck. (4 boats)

SSS — 1) (tie) **Francis Who?**, Newland 368, Frank Dinsmore; and **Chelonia**, Yankee 30, Ed Ruszel. (5 boats)

ONG TRIANGLE (September 8; 23.3 miles):

MORA — 1) **Bloom County**, Mancebo maxi, The Ondry Family; 2) **Locomotion**, Express 27, RAM Syndicate; 3) **Friday**, Express 27, John Liebenberg. (11 boats)

PHRO — 1) **Blitz**, Express 37, George Neill; 2) **Acey Deucy**, SC 50, Richard Leute; 3) **Lykken**, Beneteau 405, Steen Moller. (8 boats)

SSS — 1) **Tinsley Light**, Santana 35, Hank Grandin. (1 boat)

Soling Showdowns

Back-to-back Soling regattas on the Olympic Circle — the Pacific Coast Championship and the North Americans — proved to be fun, but sobering, experiences for our local fleet. "The top guys, some of whom are training for the '92 Olympics, are in a league of their own," admitted local Soling stalwart Kevin Reilly. "They beat us up pretty badly!"

Normally the feature event of the Soling season, this year's PCCs — hosted by San Francisco YC on Sept. 7-9 — was relegated to the role of a tune-up regatta for the main event, the NAs. The outcome of the PCCs was never in doubt, as the topped-ranked U.S. Soling team of driver Kevin Mahaney of Maine and crew Jim Brady and Doug Kern dominated the six race, one throwout series with straight bullets.

The next week, Corinthian YC hosted the Soling North Americans on September 17-21. Two new players showed up for this regatta: Marblehead's Dave Curtis and New Zealand's Tom Dodson, who in August drove the one tonner *Matenrow* to top overall honors at the Kenwood Cup. Displaying boatspeed to burn, Curtis' *Whip*, Dodson's *Superstition* and Mahaney's *American Garage* would routinely sprint away from the rest of the 21-boat fleet moments after the start.

After three races, the standings were tied three ways, but by the seventh and final race Curtis led by a slim margin over Dodson. Needing to win the race *and* put a boat between them, Dodson went hunting for Curtis at the start, only to shoot himself in the foot. Dodson took both Curtis and himself over early, but didn't realize that he, too, had to return until several minutes had passed. In an awesome exhibition, Curtis — with crew Bob Billingham and Brad Dellenbaugh — sailed through the entire pack to finish first, while Dodson did the same to wrap up second. "Those guys were so fast it was scary," claimed Reilly.

The top Santa Cruz boat at the NAs was Andy Carson's *Wizard*, which finished 12th. Mary Murray's *Second Edition* topped the five San Francisco boats with a 15th. The top ten finishers of both regattas follow:

PCCs — 1) Kevin Mahaney, Bangor, Maine, 3.75 points; 2) Mel Wills, San Diego, 13; 3) Britt Wadsworth, Toledo, Ohio, 18; 4) Mark Hughes, Newport Beach, 19.75; 5) Jim Medley, Seattle, 20; 6) Fred Seward, Dallas, 21; 7) Ian Wareham, Orcas Island, WA, 36; 8) Gil Smith, Santa Cruz, 39; 9) Andy Carson, Santa Cruz, 40; 10) Wes Tone, Colorado, 43. (21 boats)

NORTH AMERICANS — 1) Dave Curtis, Marblehead, 8 points; 2) Tom Dodson, NZ, 10; 3) Kevin Mahaney, Bangor, Maine, 15; 4) Mark Hollman, Dallas, 32; 5) Doug McClean, Newport Beach, 32; 6) Joe Hoeksema, Chicago, 35; 7) Mel Wills, San Diego, 35; 8) Mark Hughes, Newport Beach, 42; 9) Jim Medley, Seattle, 52; 10) Britt Wadsworth, Toledo, Ohio, 53. (21 boats)

Race Notes

Countdown to the Worlds: SFYC's Second Annual **Easom Founders Trophy Regatta** — named in honor of popular local sailor Hank Easom — was contested in Etchells 22s on August 25-26. The venue (Berkeley Circle) and format were previews of the upcoming E-22 Worlds, scheduled for August 9-16, 1991 on the Bay. Saturday's two races were honkers; Sunday's two were a bit mellower. **Don Jesberg**, sailing *Ultraviolet* with his brother Steve and Ken Keefe, won the regatta going away. In the process, Jesberg won the Etchells 22 Fleet 12 season championship again.

Trophies were awarded to the top 10 boats in the hot 22-boat fleet: 1) Don Jesberg, 5.5 points; 2) John Ravizza, 17.75; 3) Craig Healy, 22; 4) Russ Silvestri, 22; 5) Hank Easom, 24; 6) Chris Perkins, 26; 7) Fleet White, 28; 8) Vito Bialla, 34; 9) Jim Skaar, 34; 10) Jeff Madrigali, 40.75.

Hot tuna: Art Mowry's yellow *Wild Flower*, sailed by Chris Corlett, won the San Francisco YC-hosted **Santana 35 Nationals** on September 14-16. Howie Marion, driving Jim Bonovich's *Wide Load*, came in second in the 6-race series. Third went to 1990 YRA season champion Bob Bloom on *Dance Away*, followed in order by *Swell Dancer*, *Excalibur*, *Flexible Flyer*, *Dream Machine* and *Don Miguel*. (8 boats; points were unavailable).

Wanted: corporate sponsorship. The Lahaina YC and the Royal Vancouver YC recently announced that they're soliciting sponsorship proposals for the **'92 Vic-Maui Race**. (How about Trader Vic's? Or Vick's Vapor Rub?) Last summer's race turnout was dismal (12 boats), and the founding fathers appear to be a little desperate for race entries. Maybe they shouldn't have snubbed all those Northwest 'Mom and Pop' racers over the years,

many of whom now happily opt for the Pacific Cup over the Vic-Maui.

Knock on wood: the 1990 Wooden Boat Racing Association season ended on September 8. Overall **woody winners** this year were *Kittiwake* (Bird, Lowden Jessup), *Chance* (Bear, Glenn Treser), *Hyperactive* (Knarr, Williams/Fong/Horick), *Profit* (IOD, Henry Mettier) and *Galante* (Folkboat, Otto Schreier). Starting next month, we'll begin our annual three-part series of interviews with these, and other, champs.

Where do Whitbread boats go now that the long race is over? Some of them — 5 to be exact — got together in Costa Smeralda on September 1-7 for the first regatta of the **Offshore Maxi Yacht Association** series. Winning the breezy five race series (two triangle races and three 50 mile coastal races) was *Longobarda 92* (*ex-Fisher & Paykel*), owned jointly by Gianni Varasi and the Aga Kahn. Their 1,1,1,1,4 record easily topped Pierre Fehlmann's *Merit*. *Safilo* (*ex-Steinlager II*) was third, followed by *Defender* and *Rothmans*.

Cheap thrills: Bruce Munro easily captured his fifth **Millimeter Nationals** on Sept. 21-23, this one hosted by St. Francis YC and sailed in Sausalito's Richardson Bay. Munro, sailing his trusty *Millie*, has won every time he's entered (he's only missed one Nationals), becoming in the process something of a legend in this 200-boat class. "They're fun little boats — a lot of bang for the buck," says Bruce, who scored 7 bullets in the 10-race (2 throwout) series. Weather for the Nationals ranged from "choppy" to "perfect". The top five in the 11-boat fleet were; 1) Bruce Munro, 8.25 points; 2) Peter Szasz, 18.75; 3) Dave Huggins, 25.75; 4) Pax Davis, 26; 5) Randy Smith, 30.75.

Winner of the long-awaited **Oyster Cove/Sierra Point Challenge**, held in the South Bay on September 22, appears to have been Oyster Cove. Instigated by a letter to *Latitude 38* several months ago, the loose 11-mile race attracted 26 boats from the two harbors. "We figure we won the challenge," said Oyster Cove's Dick Timothy. "Our harbor came in 1st, 3rd, 4th, 5th and 6th out of the top 10." The overall individual winner was Marcus and Vera Anderson's HC 38 *Restless*.

USYRU national championships: Area G representative Susie Wosser Madrigali came in a close fourth in the **Adams Cup**, sailed in J/22s at Houston YC on Sept. 18-22. The ten race series — essentially a four way tie going into the finale — went to Betsy Allison of Newport, RI. Meanwhile, Seadon Wijsen finished seventh to winner Scott Deardorff of Santa Barbara in the **Mallory Cup**, held at the same time in Martin 242s out of King Harbor YC. On Sept. 10-13, John Perkins tied for fifth in the **Prince of Wales Bowl**, a match racing series in Etchell 22s held in Detroit. Scott Mason of Newport Beach won the POW Bowl over second place finishers J.J. and Peter Isler of San Diego.

"To be honest, I'd never heard of it until the week before," admitted Patrick Vincent of the **Wallace Cup**, an annual East Bay challenge race open to yacht clubs between Richmond and San Leandro. Sailing Tom Bruce's Cal 29 *Serendipity* for the Richmond YC, Vincent and his Hawk-farm nationals crew coasted to a five minute win over Encinal YC's Ranger 29 *Kamala II* and Oakland YC's Santana 30 *Snow Goose*. The PHRF event was sailed levelly in boats rating 180.

Masters of the universe: Saint Francis YC's 12th Annual **International Masters Regatta**, a USYRU sanctioned J/24 event for skippers over 55 and crew over 45, is scheduled for October 12-14. "We're expecting 20 teams from as far away as England, Japan and the East Coast," claims race founder and '89 winner Don Trask, "This should be the biggest and best one yet." It promises to be memorable for another reason — the Great Dane, Denmark's **Paul Elvstrom**, will grace the five race series. Considered by many the greatest dinghy sailor of all time, Elvstrom is the only person ever to win four Olympic gold medals in sailing (in 1948, at the age of 19, he won the Firefly gold; then he won the Finn gold in '52, '56 and '60).

The 62-year-old Elvstrom will bring along a hot crew, including Floridian Dick Tillman, but the series shouldn't be a pushover for him. Among the other entries are Malin Burnham (San Diego), Don Ayres (Newport Beach), Don Cohan and Hans Fogh (Canada), Pete Milne (Newport, RI), L.L. McMasters (Florida). Representing the Bay Area will be Trask, Jim DeWitt, and Hank Grandin. "It's going to be great!" promises Trask.

Hola! **Cerveza circuit** dates to remember: Los Angeles YC's Cabo via Guadalupe Race will start November 10 (pray for wind!); Del Rey YC's Puerto Vallarta Race is set for February 1; Newport Harbor YC's Cabo Race — traditionally the tune-up for the June 29 TransPac — will go off on March 2; and the Ensenada Race will commence drifting on April 27. The informal MEXORC series, best we can tell, will be an all-Mexican affair out of Manzanillo (this is the "off" year for American boats).

Better late than never: Saint Francis YC's 20th Annual **Nagy Memorial Junior Team Race** was contested in Lasers at Tinsley Island back on August 10-12. Five yacht clubs sent three person teams, with the San Diego team (Brian and Giselle Camet, Craig Moss) coming out on top with a perfect 8-0 score. The Saint Francis team of Forrest Fennell, Morgan Larson, and Brandon Paine (jeez, what ever happened to 'normal' names like John, Dave and Bob?) were the bridesmaids with a 6-2 record. They were followed by Larchmont YC (3-5), Australia's Royal Prince Albert YC (2-6) and Monterey Peninsula YC (1-7).

Changing times: where do the grand prix boat owners go for racing kicks now that IOR has cooled off? Many of them are turning to the **J/35 one design class**, which held its 1990 North Americans in Chicago on September 7-9. Former one ton campaigner Bruce MacLeod of Rye, NY, was the overall winner with his latest *Skye Hie*. Other notable IOR refugees in this class include Tom Stark (his J/35, as well as previous Farr 40, is called *Rush*) and Larry Harvey (*Crazy Horse*, *Babe Ruthless*), whose *Abba Zaba Jab* is in town for the Big Boat Series. Strict class rules (including floatation marks fore and aft that monitor displacement) insure that the boats are all equivalent speeds, and the close finishes suggest that the system is working. To date, 270 J/35s have been built; of that number, 13 are in Seattle, 11 are here on the Bay and 32 are in Southern California.

Afterschocks: speaking of 35-foot one designs, the **Schock 35 Nationals** were held August 17-19 down in Newport. Twenty-four of these popular Southern California racer/cruisers sailed in this fiercely contested three-day, seven-race series. California YC's Dick Schmidt won overall with his *Outlier*, posting 29.25 points. ("Schmidt happens!" joked his tactician, Tom Leweck.) Other top finishers were *Main Squeeze* (Rick Dorfman, Del Rey YC, 34.75 points), *Butter Cup* (John Cazier, Balboa YC, 50), and *Piranha* (David Voss, Cal YC, 51).

Long live IOR: the **International 50 Foot Yacht Association** held its sixth regatta of the year on August 23-26 in Nantucket, Massachusetts. Once again, the Reichel/Pugh speedster *Abracadabra* topped the 10-boat fleet, followed by *Springbok*, *Container*, *Windquest* and last year's season champ, *Carat VII*. The seventh and

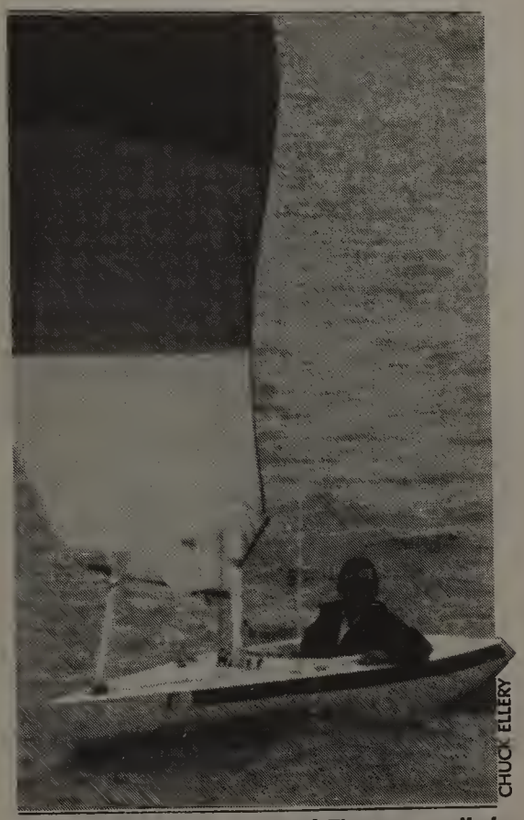
final race of the 50 footer circuit will occur the first week of October in Newport, RI. That regatta promises to be a real brawl, as it's a three way tie going into the finale: *Container*, the German Judel/Volrick design, has 12.5 points; *Springbok*, a Farr 50, has 13; and *Abracadabra* has 13.25. Another boat to watch at the Newport event will be *Fujimo*, a new Reichel/Pugh sistership to *Abracadabra*. Kimo Worthington will drive *Fujimo* in her debut.

Southern exposure: the seventh race of the 8-race **South Bay Yacht Racing Association**'s 1990 schedule was hosted by Coyote Point YC on September 8. Twenty-three boats raced in "ideal" conditions; class winners follow: Div. A — *Spectra* (Columbia 45, Hal Wright); Div. B — *Fat Bob* (Catalina 38, Robert Lugliani); Div. C — *Sundancer* (Catalina 27, Robert Carlen); and Div. D — *Fridays Eagle* (Catalina 30, Mark Hecht). The final race of the SBYRA season occurred on September 29; we'll announce the overall winners in these pages next month.

Speed addict **Russell Long**'s second attempt to break *Crossbow II*'s 1980 speed record of 36 knots will take place between October 5-14 in the unlikely location of Lethbridge, Alberta, Canada ("It's a high speed sailing area I found through the windsurfing grapevine," says Long). Sailing his Greg Ketterman design trifoiler *Longshot*, Long recently broke the Class B World Speed Sailing record in Corpus Christi with a speed of 34.53 knots. He seriously damaged his fragile craft in a subsequent attempt to surpass *Crossbow*'s milestone. "*Longshot*'s back together now; Larry Tuttle can fix anything!" claims Russell. "If the boat holds together and if we get optimal conditions — 20 knots of wind and flat water — there's no question in my mind that the record will fall."

Clash of the titans: two restored 130-foot J class sloops, Elizabeth Meyer's *Endeavor* and the Newport Museum of Yachting's *Shamrock V*, finished their summer season of match races on the East Coast in early September. The circuit, billed as **The Return of a Legend: J Class on Tour**, saw *Shamrock*, sailed by different skippers (among them Buddy Melges, Ted Hood, David Vietor), win the five race series 3-2 over the Gary Jobson-driven *Endeavour*.

Jobson, incidentally, has just written his ninth book, this one called ***Championship Tactics***. Co-authored by North Sails president Tom Whidden and sailing journal-ist Adam Loory, the book is subtitled "How Anyone Can Sail Faster, Smarter and Win Races". Unlike a lot of manuals on sailing tactics, we found this



Bruce Munro, the Terror of Tinytown, sailed his trusty 'Millie' to his fifth Millimeter National Championship.

one highly readable and occasionally quite entertaining, especially as the authors illustrate their points with anecdotes from some of the great sailboat races of the past decade.

The book even contains advice on local knowledge in different sailing venues. Regarding San Francisco Bay: "**Berkeley Olympic Circle** is the best place to race... September and October are the best months to sail because the wind is 15 to 20 knots, it is warm, and there is no fog... On San Francisco Bay, you don't simply start at the windward end of the line. Because of the strong currents, you have to fight for a position on the line that will allow you to get out of adverse current or get into a favorable current quickly." We recommend checking out *Championship Tactics* — at $29.95 it's a bit pricey, but it's a lot cheaper than new sails, a bottom job or other more drastic means of improving your finishes.

Remember the name: Richmond YC rising star **Rebecca Harris**, a ninth-grader from Vacaville, recently finished a close third in the Nancy Leiter Clagett Regatta, emblematic of the USYRU/Rolex Junior Women's Sailing Championship. Held in Newport, RI, in Laser Radials, the regatta attracted 47 girls from around the county. Rebecca finished only 4.25 points behind the winner of the six race series, Jennifer Lovell of New Orleans. Nice going!

Speaking of hot junior sailors, the **1990 USYRU/Rolex Junior Sailing Team** was recently announced. Twenty-six juniors (age 15 to 19) from 8 states made the prestigious team, but no one from Northern California got the nod. In fact, most of this year's Junior Rolexers came from just four regions: Southern California provided the largest number with seven (Brian and Giselle Camet, Kevin Quan, Paul Ware, K.C. Alfred, Bill Hardesty and David Houser), followed by Texas (6), Louisiana (4) and Mississippi (3). Is the balance of sailing power shifting south, or what?

Tornado warning! Pete Melvin of Westminster, California, and crew Bobby Wilmot of Newport Beach, blitzed the Saint Francis YC-hosted **Tornado NorCal Championship** on September 15 and 16. Melvin won all five races of the no throwout series, and is looking like the top candidate in that class for the '92 Olympic team (the other hot contender for that spot, the Jay Glaser/Pease Herndon team, pulled a no-show). Coming in a distant second in the 8-boat NorCal fleet was Jeff Canepa and Jack Halterman, both of Santa Cruz, with 11 points, followed by the top San Francisco team, Chris Kostanecki and Greg Luce, with 20.

Ladies day on the South Bay: *Momentum*, a Ranger 23 sailed by Sandy McCloud, won Oyster Point YC's **Powder Puff Derby** on September 15. Three seconds behind, finishing second in the six-mile, women-only competition, was Lynda Malloy's Islander 36 *Cloud Dancer*. Chris Therialt's Rawson 30 *Lutine Bell* was third; Joyce Webb's *Hill Billy Delux*, a Hunter 37, came in fourth. Ten boats competed in the so-called "lace race".

Top guns: the San Diego team of Craig Leweck and Matt Reynolds won USYRU's 16th Annual **Champion of Champions Regatta** on September 13-15. Held at Homewood (Lake Tahoe) in factory-provided Hobie SX-18s, the blustery six-race regatta pitted 10 national champions against each other. Leweck, the national Lido 14 champ, had never sailed a Hobie SX-18 before, but that didn't stop him from posting a commendable 2,1,1,2, 1,(DNS) record. Following in Leweck's wake were: 2) Bob Seaman/ Richard Blount (LA, Hobie 17); 3) Bill Hardesty, Jr. & Sr. (San Diego, Sabot); 4) Bart Hackworth/Seadon Wijsen (San Francisco, Santana 20); 5) Ron Boehm/ Peter Mohler (Santa Barbara, I-14); 6) Wyatt Mathews/ Pat Porter. (Discovery Bay, Olson 25).

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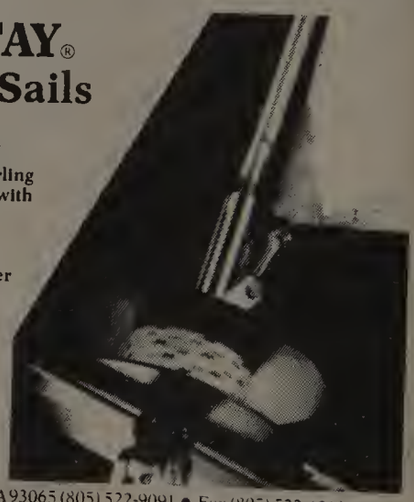
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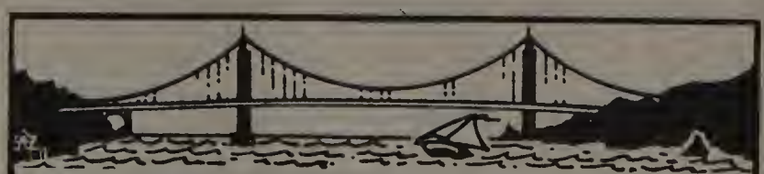


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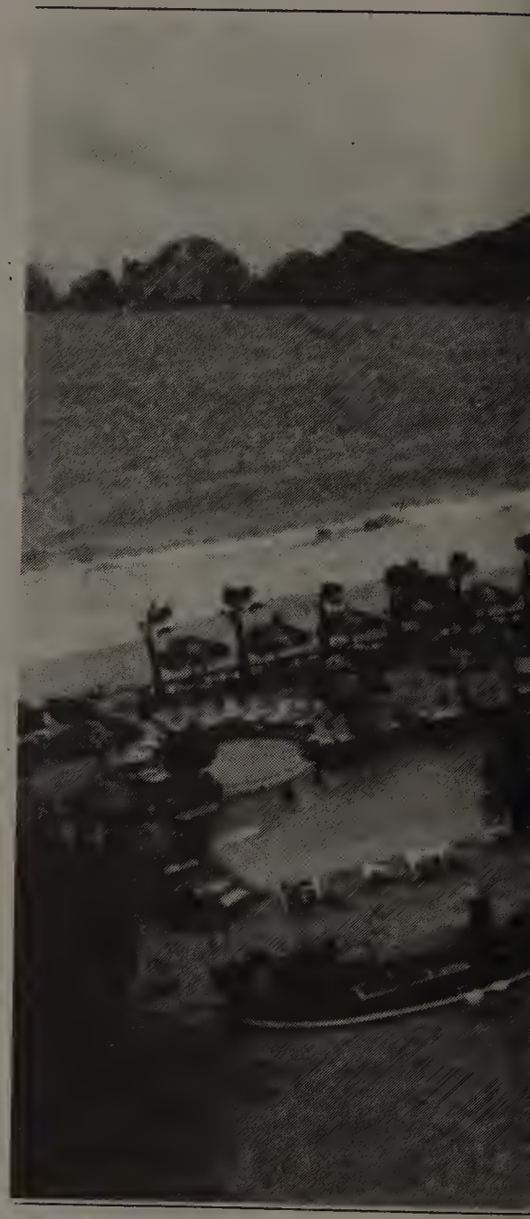
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CHANGES IN

With reports in this Halloween month from one end of the Pacific cruising grounds to the other, starting with the ins and outs of **Hurricane Season** in the tropics. Then it's on up to Alaska with **Fellowship**; out to Honolulu with **Viveka**; back to our own Delta with **Captain Musick**; way down to Samoa with **Princess Del Mar** and back to the Sea of Cortez aboard **Grimsby**. We also have some useful and entertaining articles for cruisers on **pressure water systems**; useful **cruising gear**; the **summer concert series** in Santa Rosalia; another installment of the **Hawaiian Eye** and the requisite 30 billion **Cruise Notes**. Enjoy.



Bucking The Odds
By Cruising In Hurricane Season

It's not easy to get cruising insurance for Mexico between June 1 and November 1 — at least not from Cabo San Lucas south. It probably has something to do with the fact that tropical storms and hurricanes form off Acapulco and head north with remarkable regularity. (*See the accompanying chart*). Even before hurricane *Hugo* tossed boats about in the Caribbean, insurance underwriters were aware of the deleterious effect such cyclonic storms can have on fiberglass and dacron.

There are always some sailors who are willing to take the chance that they can traverse the dicey waters and not get nailed. Individually, the odds are in their favor; in the long run, it's a certainty that somebody is going to get hammered. During a recent visit to Cabo San Lucas, we had the opportunity to speak with several sailors who were willing to take the risk.

Tony Sanchez of San Francisco purchased *Golondrina* ('swallow') in 1987 and shortly thereafter cruised the Canadian-built Coast 34 down to Mexico. After spending quite a bit of time in *mananaland*, he returned to San Francisco.

date	*name*	*max speed*
May 16	**Alma**	*75 knots*
June 5	**Boris**	*80 knots*
June 11	**Christina**	*55 knots*
June 20	**Douglas**	*55 knots*
June 27	**Elida**	*75 knots*
July 8	**Fausto**	*75 knots*
July 12	**Genevieve**	*90 knots*
July 21	**Herman**	*130 knots*
July 23	**Izel**	*105 knots*
August 21	**Julio**	*100 knots*
August 25	**Kena**	*75 knots*
September 7	**Lolel**	*65 knots*
September 11	**Marie**	*145 knots*
September 15	**Nobert**	*60 knots*

The blow by blow account of the tropical storms and hurricanes off Mexico this summer.

Four months back in the City by the Bay convinced him that perhaps he hadn't given cruising enough of a chance; so singlehanding, he headed south again, determined to reach Costa Rica.

The cruise wasn't all Tony had hoped. From Nicaragua south, the humidity and the lack of consistent wind began to annoy him. "I started missing the nice California weather," said the contractor, "especially during the evening. When it's cold you can always put more clothes on," he observed, "but when it's hot there's only so much clothing you can remove, after which you're still hot."

He didn't much care for the ports of Guatemala and Nicaragua, either. "The country of Guatemala is super, but the only port on the west coast, Quetzel, is a military outpost, and they demanded $50 U.S. to check in. I objected and requested an interview with the Commandante. He said, "Why do you complain about the fee? If you can afford a boat like yours, you can afford to pay." Sanchez ended up paying in dollars — "the Commandante only accepts dollars" — and naturally was denied a receipt. Quetzel is the only port on the Pacific side; everything else is a roadstead.

Corinto, Nicaragua — even after Violeta Chomorro was elected — was not much better. "*Totem* and I were charged $35 by the military to check in. Immigration officials tried to squeeze an additional $20 out of another boat. Skyrocketing inflation and bare store shelves made Nicaragua less than pleasant, but worst of all was having his movements, even while travelling inland, closely controlled. Travel restrictions for Americans, thankfully, are a foreign concept.

Costa Rica, on the other hand, was a pleasant surprise in that it was everything Sanchez hoped it would be. "It's the friendliest country you'd ever want to visit. The people treat you super and the fees were always modest; just a buck or two." The only problem with Costa Rica is that mariners are required to leave the country to get new visas. Most make their brief visit to nearby Panama, rather than El Salvador, Nicaragua or Guatemala.

As much as Sanchez liked Costa Rica, he — unlike the majority of cruisers — found it to be too similar to Mexico and the other Central American countries. "It was all pretty much the same, and I got tired of it," he said. Thus he decided to head home during hurricane season, with his son, Alphonso 'the reluctant sailor' as crew. When we spoke with them in Cabo, they clearly had not had a joyride up from Costa Rica.

First they got nailed by a Papagayo, then they were hit by an 18-hour Tehuantepecer that ripped some sails. There were gales off of Acapulco, but at least they were from the southeast and they could run with them. Off Manzanillo the wind came from all directions, and the last 24 hours out of Cabo they were frequently hit by one and two hour squalls. The only nice things that could be said about the trip were they didn't get hit by any tropical storms — most form several hundred miles offshore and meander in the direction of Hawaii — and that it wasn't cold. Actually, it was often too warm for comfort in the small boat; the air temperature was usually in the 90s and the ocean temperature off



Spread, the 'new' Cabo. Inset: hurricane buckers Alphonso and Tony Sanchez.

Cabo was 90°.

When we interviewed the Sanchez father and son at Papi's YC (formerly deli) in Cabo, son Alphonso was strongly considering flying home. He'd battled seasickness most of the time and didn't particularly enjoy himself. "I can't blame him for wanting to fly," said a nonetheless disappointed Tony. Alphonso did, in fact, wing it the next day.

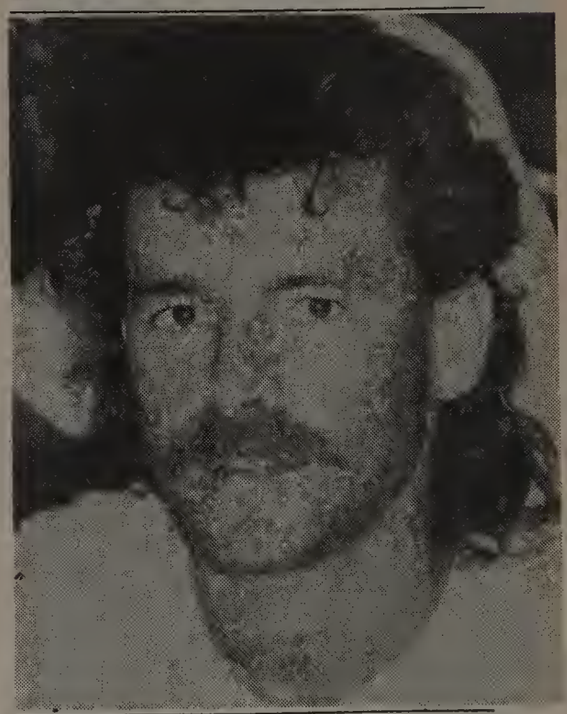
In the middle of an unpleasant voyage with his son about to leave, Tony was a perfect candidate for the "I'm going to sell this damn boat as soon as I get home" syndrome, but didn't succumb. "I'm going to keep the boat, I just don't know where to sail next," he said. "I liked Costa Rica, I just wish it were a lot closer — like where San Diego is. I think my next cruise might be to the Channel Islands for a couple of months; right now that sounds like a lot of fun."

Having come the other way during hurricane season — and having a lot more fun was Todd Rainbow — crewmember aboard John Renn's San Diego-based TransPac 49 *Samadhi* ("two steps blow karma"). According to Rainbow, Captain Renn decided to waltz into the hurricane flyway because Tom, his best buddy, only had a little time before he had to take off on a six-month submarine patrol. "Why not now?" Renn is reported to have said.

A creator of street rods and drag boats in San Diego, Rainbow, who met Renn as a result of building a custom Corvette for him, said the first four days heading south weren't bad. "We had the normal northwest winds and seas until a little past Mag Bay when a big swell appeared out of the south. Sensing danger, they doublebacked to Mag Bay and waited a day for things to settle down. It was nice the rest of the way to Cabo. In fact it was so nice, they rigged up what Rainbow called the 'Tortuga Swing'. This consisted of a bosun's chair hung from main and mizzen halyards; when a big swell came along they'd drive the boat down it, causing the man in the chair to swing like, well, a drunken sailor. They're still waiting to get Coast Guard approval for the activity.

The one part of *Samadhi's* trip down that wasn't fun was when vibration backed the allan bolts off the prop shaft coupling, disconnecting the engine from the prop. By some miracle, Rainbow happened to have brought along some allan bolts of the exact size. They turned the boat into the wind, wrestled the shaft and coupling back together, inserted the bolts, and were soon back in business. Well, almost. The temporary misalignment of the shaft knocked the cutlass bearing off center. Sitting at the dock in Cabo, she was still taking on two gallons of water an hour.

New to sailing, Rainbow needed Dramamine to keep seasickness at bay. But he found that one tablet every six hours did the trick. "It made me feel drowsy, but it was better than being sick." Rainbow also discovered that constantly eating, particularly rice and corn, made him feel better. But nothing helped any of *Samadhi's* crew when they decided to try



He's a Rainbow: Todd Rainbow, of 'Samadhi'.

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daysailing out of Cabo into the roughage tropical storm *Norber* was putting out. The whole bunch tossed cookies before getting past the Friars and quickly return to the calm of the Inner Harbor.

Fishing during the nine-day trip down, however, had been great. They snagged five dorado, including a 45-pounder, 15 albacore and a marlin. The latter snapped their light line just as they rounded the cape.

Rainbow says the ketch will head for Panama about November 1, which is as soon as they can get insurance.

— latitude 38 9/19/90

FellowShip — Yamaha 33
Sally Andrew, Foster Goodfellow
Cruising Alaska
(Fortman Marina, Alameda)

Greetings from Sitka, Alaska! We've had an excellent summer so far; the weather has been warm and dry — unusual for up here — and we have only used our diesel heater twice (once in Juneau and once in Skagway). The only real rain we've seen was in Juneau, although it's intermittently raining and blowing hard outside tonight. We did have a good sail down Neva Straight earlier today, doing seven knots under main alone, and are now securely anchored in Sukoi Inlet. Tomorrow we head up Peril Straits to Baranof and Warm Springs Bay.

After we left Juneau in the middle of June, we sailed up the Lynn Canal to Skagway and took a four-day backpacking trip over Chilkoot Pass to what we thought was the Yukon Territories. (In actuality, it was the extreme northwest tip of British Columbia!) During the 1898 Klondike Gold Rush, stampeders had to carry two tons of gear per person over the pass because the Mounties wouldn't let them cross the border unless they had a year's supply of food with them. Thank God we only had to carry enough food for five days! We're also glad that, unlike the stampeders, we didn't have to cross the pass in the dead of winter. We had great weather until we reached the final half-mile ascent, which was almost straight up over snow. Suddenly we found ourselves in a whiteout, climbing over huge boulders, half-covered with snow, with strong winds and rain trying to blow us down. We made it, but we could see the effects bad weather had on those who had to carry heavier burdens. One hundred year old iron pots, pans and even ovens were all along the trail. Camping out in a huge archaeological site was great. But it had been such a grueling trip that we rewarded ourselves, upon its conclusion, with a six-pack of Chinook Alaskan Beer and a pint of coffee Haagen-Dazs ice cream.

But the highlight of this period was the week we spent in Glacier Bay. The weather was warm, clear and we had light winds. In fact, we even sailed down Muir Inlet in our bathing suits, shocking the crew of the one boat that passed us. The park itself is massive, and since there is a daily limit on the number of boats allowed to enter, we felt like we had it all to ourselves. Most of the nights we spent anchored in secluded coves either alone or with just one other boat. We saw whales, seals and pups, porpoises, puffins, eagles, loons, bears, icebergs — and naturally, lots of glaciers.

After spending $35 for a B.C. fishing license and not catching anything, we decided not to waste our money on an



Remember when it was hard to get ice in Cabo? This is just half the frozen food section of the new Supermercado.



A Bo Derek-y pose for Sally Andrew at a Pacific Northwest hot spring.

COURTESY FELLOWSHIP



Alaskan fishing permit. It was a smart decision as several fishermen have given us salmon and halibut — that was already cleaned and ready to filet or slice into steaks. And that's the way to fish!

The guys on the fishing trawlers have been very friendly, but they aren't the only ones who catch fish. Both Foster and I happened to be staring into the water off the starboard side one day when to our utter amazement a gigantic seal with a huge salmon in its mouth broke the surface and slammed the salmon on the surface to stun it. That image will be imbedded in our memories forever!

On July 4, Foster declared a holiday, so we just stayed put in Didrickson Bay. We went swimming, roasted marshmallows on a beach fire, tried (unsuccessfully) to catch crabs and thus had to BBQ more salmon steaks, re-engineered one of the two waterfalls in the bay, and generally goofed off. We ended the 4th by hiking up to some muskeg and small lakes. The next day we saw three grizzlies on a nearby beach! You have to be careful with bears up here because every now and then they eat people. When we walk in the woods, I always sing *Teddy Bear's Picnic* so we don't startle any silly old bears into aggression. We also whistle and yell "I don't wanna see no stinkin' bears!"

Normally we anchor out in small bays by ourselves, but last Friday night we set the hook with about 30 trawlers just outside Sitka. At 0300 one guy bellowed out: "Good morning, Kalinin Bay!" Since we keep the hatch over our berth open at night, we were awakened to this very good imitation of Robin William's "Good morning, Vietnam!" Shortly thereafter, 30 engines started up getting ready to leave. When a neighboring boat had lifted their hook, we overheard one guy say to another, "Hey, Bert, how do those folks fish with just one pole?" I guess he was referring to us, since all the trawlers have two to four poles with downriggers attached. "Poorly," I whispered.

Arriving in Sitka on Saturday, we had no trouble getting a berth in the marina since everyone was busy out trolling. Several cruising boats that we'd seen on the way up were also there, so we had the opportunity to make some new friends.

Three years ago I worked for the Forest Service in Alaska doing archaeology in Yakutat, and since the archaeologist lived in Sitka, I gave him a call. He gave us a grand tour of Sitka and showed up the U.S. Forest Service archaeology lab and some of the more interesting artifacts, some of which date back 6,000 years.

Sitka has several great museums and historic walks, including a totem pole park. I took too many photos, as usual, especially of St. Michaels Cathedral, the gorgeous old Russian church. There was also an Episcopal church, built in 1899 that caught my eye; St. Peters-by-the-Sea. At the side of the building I noticed a sign: "Thou shalt not park here . . ." A bit sacrilegious, eh?

Well, yet another 'small' but gutted and cleaned salmon has miraculously arrived on our doorstep, so we must get busy with the BBQ.

— sally 7/10/90

Readers — As of mid-September, Sally and Foster were reportedly about to make landfall in Hawaii.

Idiot's Guide To Troubleshooting Your Boat's Pressure Water System

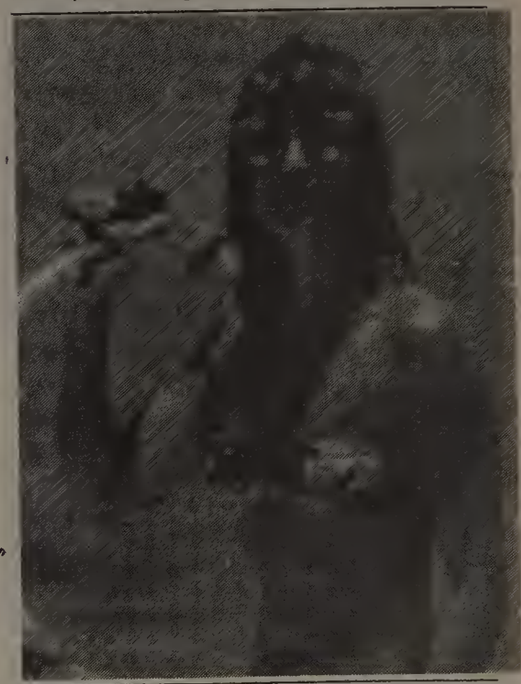
If your pressurized water system conks out, you usually don't need a new water pump. Identify and attack the problem in the following manner:

1. If the water pump motor doesn't work, you'll often find the problem is a simple one. Is there enough charge in the battery to run the pump? Are any wires disconnected or broken? Is the switch in the 'on' position? Is the fuse or circuit breaker good?

2. If the motor runs but you don't get water, check some of the other obvious potential problems. Is there water in tank? (You'll be surprised how often this is the 'problem'.) Are there kinks in the hose that restrict the flow of water? Is there any air leaking into the system through cracked fittings or damaged hoses? Is the hose into the pump clogged?

3. The pump motor runs, but the water only sputters out. This is an excellent indication that air is getting into the system. Carefully recheck the hose and clamps on the input side of the pump; a little crack is all that's needed to create this problem.

4. Rapid turning on and off of the pump motor. The pump will turn off and on rhythmically if the pump is not being operated up to capacity (unless your boat is equipped with an accumulator.) In other words, this is a pseudo problem.



Having your water system fail in the tropics is serious business.

5. Weird cycling of the pump when all faucets are off. This is a strong indication that there is a water leak somewhere in the

CHANGES IN

system. Are all faucets completely shut off? Are any leaking or faulty? The smallest leak will cause the system to recycle endlessly.

If you can't find a leak in the system, remove the outlet line from the pump and completely seal the outlet. Then turn the pump on. If the pump stops after a few seconds, the pump is good and you just haven't found the problem in your system. If the pump continues to run, there is an internal leak in the pump. The cause can be as complicated as a crack in the casing or as minor as a chunk of something holding the pump valve open.

6. The pump won't shut off. Temporarily get around the problem by using the circuit breaker as the switch. The problem may be caused by too low voltage, air in the lines or a problem with the pump valves. If the motor draws current but hums instead of runs, it may be a switch problem. You can usually buy rebuild kits for the latter two problems.

If you still can't find the problem, check and see if your warranty is still in effect. Many have warranties of up to a year. Some companies, Shurflo is one, will fix their pumps for a flat $3 charge. We sent them one that was a little more than a year old; they sent us a brand new pump *and* returned our $3! That saved us about $150.

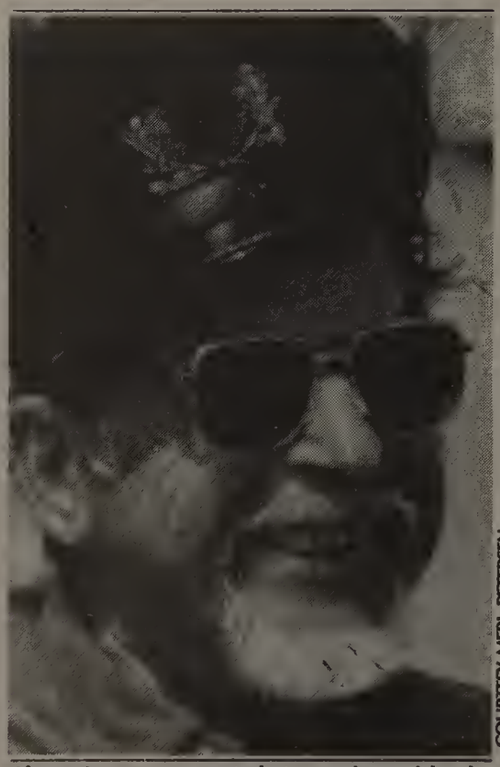
Once you've got you've got a good pump and system, make sure you get it primed correctly. This means filling your water tanks, turning on the pump, and opening all the faucets. It also means allowing time for your hot water tank to fill. Once the air is purged from the lines and water flows steadily from each outlet, you can turn off the faucets. At that time the pump should shut down (unless it continues briefly to fill an accumulator).

Troubleshooting a conked out water system is usually a pretty easy and clean job. As such, it's a good job for a novice boat mechanic.

— teddy technical 5/5/90

Viveka — 70-Foot Schooner
Merl Petersen
Japan's Inland Sea
(Honolulu)

We, which includes Chuck and Nancy Somers of the Glen Ellen / Napa area, recently discovered one of the world's nicest cruising areas. I'm referring to the Inland Sea of Japan. Mingled in with the exotic beauty of the Orient is a land-locked sea with over 3,000 islands. Many are unchanged by modern times and filled with Old World charm and culture.



COURTESY MERL PETERSEN

If you've ever wanted to cruise with the 'President of the Pacific Ocean', Merl Petersen, now is your chance.

The Inland Sea is bounded on the north and east by the main island of Honshu, to the south by Shikoku Island and to the west by Kyushu Island. Sailing on the 260-mile long and between 1,000 feet and 40-mile wide Sea is like sailing on a vast salt water lake. With 3,000 islands in the Sea, naturally you are never too far from land. Some islands are no larger than 100 feet in diameter; others are 10 miles by 20 miles. Most all of them rise fairly high from the water; larger islands have mountains several thousand feet tall. All but the smallest of islands have harbors where you can tie up to a dock.

We've discovered that the Japanese have what might be called a 'high discard' factor. Cars, bikes, mopeds, washing machines and the like — many of which are in quite good condition — are abandoned everywhere. I could find just about anything I needed by meandering around, which makes it a little sort of heaven because I'm such a recycling expert. So far I have salvaged sewing machines, vacuum cleaners, pots, pans, knives, etc. In Nishinomiya I found six discarded mo-peds and carted off the three best ones. One of them only had 1,700 miles showing on the odometer; all three started right up. The only thing we had to do was get keys made for them! I then cut up three pieces of sheet metal into 4-inch by 7-inch plates, painted them white and had *Viveka* painted on them in black letters. We've gotten away with these special 'licenses' for eight months now.

Everywhere we have stopped the Japanese have come by to see the schooner, and we have invited them aboard. Once they leave, it's not long before they return with food, beer, booze and other gifts. Many have taken us for automobile tours of their islands. The hospitality here is beyond belief as everybody wants to give you something!

We are now in the beautiful city of Hiroshima, where everything from buildings



Cabo Consumer Countdown

ITEM	PESOS	DOLLARS
Saffola margarine, four cubes	4,800	$1.75
Best Foods Mayo, 48 oz.	16,000	5.81
Mazola Cooking Oil, 32 oz.	11,450	4.16
Mexican Cooking Oil, 32 oz.	2,800	1.01
Jif Peanut Butter, 12 oz.	8,550	3.10
Small Wolfgang Puck Spago Pizza	15,250	5.54
Yoplait Yogurt, individual serving	3,000	1.09
Ocean Spray Cranberry Juice, individual serving	1,800	.65
Wheaties, 12 oz.	9,900	3.60
Rosarita Vegitarian Refried Beans, 16 oz.	3,600	1.30
Taster's Choice Instant Coffee, 10 oz.	35,500	12.90
Jack Daniel's, Fifth	75,500	27.45
Cuervo Especial, Fifth	12,500	4.54
Baja Riesling	15,150	5.50
Sprouts, big pack	2,600	.94
Mushrooms, big box	6,000	2.18
Lettuce, head	2,800	1.10
Broccoli, per kilo	5,000	1.81
Crisp Red Apples, per kilo	3,200	1.16
Oranges, per kilo	2,250	.81
Limes, per kilo	2,100	.77
Potato, per kilo	1,800	.65
T-bone steak, per kilo	20,000	7.27
Ground Chuck, per kilo	13,000	4.72
Trojans Lubricated Condoms, 12-pack	15,500	5.63
Kodak Gold 100 Film, 24 exposure color	8,950	3.25
Crest Toothpaste, 6.4 oz	9,850	3.58
54 Q-Tips	3,650	1.32
Duracell AA batteries, four pack	7,350	2.67
Viva Paper Towels	4,800	1.74
National Enquirer	3,000	1.09
New York or L.A. Times, same day	5,000	1.81
Coppertone #6, reg. bottle	16,600	6.03
Deli-made Sandwich on French Roll	3,000	1.09

Conversion rate is 2750 pesos to dollar. Kilo is equal to 2.20 pounds. Prices as of early September at new Supermercalo in Cabo – which has everything – and since geared to gringos, probably one of the most expensive in Mexico.

to bridges to trees is less than 45 years old. The atom bomb dropped to hasten the end of World War II was responsible for the total 'urban renewal'. From here it's just six miles to the island of Miyajima, site of the finish line for the Honolulu - Hiroshima Race we did last year. Miyajima is a beautiful National Park with sandy beaches, pine trees and deer so tame that they keep pestering you for something to eat. These deer will eat *anything*. I fed one my leftover part of a cardboard ticket I'd purchased to visit a shrine. The deer ate it right away, much to the amusement of everyone present. We then took the dink to one of the sandy beaches and went after oysters, mussels and sea snails. In not much more than one hour we had filled five 5-gallon buckets with the *fruites de la mer*. We had oyster-mussel stew, salad and chowder for the next week. The islands around Hiroshima seem to have more beaches and anchorages than other areas of the Inland Sea, and the weather is warm. The water temperature, between 75° and 80°, was very pleasant.

The narrow passes and sometimes swift tides mean that you must pick your times to transit certain areas. There are some narrows where the current runs as fast as 10.5 knots.

The weather in this part of Japan is cool and rainy until May. June marks the end of the rainy season and the air temperature becomes pleasant. July marks the start of typhoon season, which lasts until October. Tropical storms are the price you pay for sailing in most warm water areas. While Hiroshima rarely gets nailed by a tropical storm because Shikoku Island usually breaks them up, it's still important to follow the weather and know the location of the closest safe harbor. It also pays to have good charts and sturdy ground tackle. I fabricated a 'mud hook' by welding two large spade-shaped flukes onto an old anchor I dragged up at Kadena, Okinawa. It's really worked well in the soft mud that covers the bottoms of most of Japan's harbors. Given the deep water — often 100 feet at anchorages — I also recommend at least 250 feet of anchor chain.

Japan is noted for being expensive, but if you shop carefully, you can get by quite reasonably. The larger cities such as Kobe, Hiroshima and Tokyo are free ports, which means with the help of an agent you can buy things like beer, booze, diesel and food that is tax and duty free. In many cases this brings things down to U.S. prices. For example, four liters of diesel (about one gallon) was about $1.17 U.S. Another money saving option is to spend some time around U.S. military bases. If you make friends with any of the G.I.'s, they can buy you stuff cheaper than you could get at a store in the states. I bought two liters of vodka in Okinawa, for

'Viveka', as cropped from one of her 1,000 publicity photos.



COURTESY MERL PETERSEN

instance, for $3.80.

Another money-saver is not having to pay for berths. I have been in Japan and Okinawa since July of 1989 and have yet to pay for port or harbor space, moorings or anchorages. It's all been free. The one nuisance is that you are required to check in with Customs every time you enter or leave a port. Since the smaller islands of the Inland Sea don't have Customs offices, we just went from island to island without checking in. When we checked in from Osaka to Hiroshima, the officials gave us no trouble — even though they had to know we had stopped on the way. Checking in with Customs is easy, however. You call them on the phone, tell them where you are, and they come out to your boat.

Chuck and Nancy Somers have taken off on a side trip to Korea and the Philippines while I'm waiting here in Hiroshima for parts for my Borg Warner marine transmission. A leak in the cooler had pumped all the oil out and sucked salt water in. I'm not sure how long the transmission ran in such a condition, but saltwater is not a recommended lubricant. First the oil pump conked out, then the clutches froze. I sent a fax to my good friend Jake Wood (who owns the maxi *Sorcery*) in Los Angeles, and he is graciously rounding up the parts for me. Until they arrive, *Viveka* is parked here in a very safe harbor near Hiroshima.

Two new Japanese friends have let me use their faxes and have arranged an address for the parts to be shipped to. Both own yachts and specifically asked that they be mentioned in this article so that any visiting U.S. yachts will call on them. One is Akikazu Kanemaru, Hiroshima-Shi, Asaminami-Ku Takatori, Minami 2 Chrome 38-6. His phone is 082-872-1900. The other is Kazuo Hosokoshi, 5-20-23 Minami-Machi, Minami-Ku, Hiroshima City, Japan. His phone is 082-251-8952.

One of the best things I did before leaving Hawaii for Japan was have 1,000 publicity photos made up. You can get them inexpensively done in, where else, Hollywood. The photos I had made up feature *Viveka* under full sail with a small picture of me in the upper left hand corner. These make terrific gifts for the people you meet. Naturally you have to autograph them. It may sound egotistical, but I have been in several offices and homes where they have been framed and hung from the walls. I highly recommend this as a way of reciprocating for their hospitality.

From here we intend to continue on to Beppu (where there is a great hot springs) on Kyushu, then to Fukuyoka, Okinawa, Hong Kong and the Phillipines. My original offer to *Latitude* readers still stands; anyone, male or female, interested in joining part or all of the voyage will be considered. I pay all the onboard expenses such as food and fuel, the crew pays their own way while off the boat. I may be contacted thru my daughter, Sherrill Sturm, 47-500 Kamehameha Hwy, Kaneohe, Oahu, HI 96744. I prefer non-smokers.

— merl 'president of the pacific'



Seen here cruising in the British Virgins, the Dibnahs are back in Vallejo and have 'Captain Musick' up for sale.

Captain Musick — Young 43
Cara & Tony Dibnah
Bermuda to Vallejo
(Long Beach)

Captain Musick and crew are in Vallejo, readjusting to life back in the U.S. Our last letter to *Changes* was written from Bermuda after a fantastic four-day passage from New Bedford, Mass. Very clean with friendly people, Bermuda was delightful. The approach can be tricky, however, so it's important to contact Bermuda Harbor Radio. They help guide you to the island and offer a variety of services from checking-in procedures to search & rescue information.

From Bermuda we had another great sail, this time seven days, to Jost van Dyke in the British Virgin Islands. First stop, Foxy's at Great Harbor! A few days later we were pleased to have the publisher of *Latitude* pull up in a dink to pay a visit.

The British Virgins are wonderful, far better than we had imagined. The sailing was always good, the anchorages plentiful and the scenery spectacular. We spent two enjoyable months among the British and U.S. Virgins. This great area was made even better by meeting up with Ginger and John Garrison of *Bahari*, whom we had met the previous year in the Bay of Islands, Honduras. One great thing about cruising is that you make lots of friends and usually keep crossing paths with one another.



In January of 1990 we started heading down the Caribbean chain. Our crossing of the Anegada Passage between the British Virgins and St. Maarten was probably the toughest passage we've made during our 2.5 years of cruising. Granted, we went when the 'Christmas winds' were blowing.

Unfortunately, we didn't spend much time in the Leeward or Windward islands because we wanted to get through the Panama Canal and up to California before the start of the 1990 hurricane season in the Pacific. But of the Lesser Antilles we visited, the French islands were our favorites, the Dutch next and the English far behind all others. But in all, our preference is for the Central and South American countries of the Caribbean, which tend to be much friendlier and more hospitable — while often being just as beautiful. So we felt very comfortable in the Venezuelan islands and understood why so many cruisers we had met in Mexico opted to stay along the South American coast rather than make the annual migration up the island chain. The ABC islands (Aruba, Bonaire and Curacao) along this coast added cultural variety to the mostly Latin area.

Our passage from Curacao to the Panama Canal was uneventful except for the almost constant surfing off of 10-foot swells in 20-25 knots of wind, and for the early morning visit of an unmarked helicopter about 60 miles off the coast of Colombia. With Operation Just Cause having been completed just a few months before, the Panama Canal didn't seem as organized as it had been when we had come through in July of 1988. Roofless buildings, broken windows, bullet holes and other obvious signs of the invasion were still quite evident. As was the case during our first visit to Panama, we felt no anti-American sentiment, nor did we ever feel in danger.

Costa Rica was as beautiful as ever on our way back and we discovered two new yachtie hangouts: Isla Gitana in Golfo Nicoya and the Jungle Club in Golfito, Golfo Dulce. Both places offer many services and conveniences geared just to the needs of cruisers. You'll definitely hear about them through the grapevine. Once again we met up with some great friends — including Dale & Lois Putnam of *Sea Raven*, the first people we met when we started cruising. Too soon we were off for Mexico, making the Puntarenas to Acapulco passage in 11 days, hugging the coast of Tehauntepec all the way.

The harbormaster at Acapulco was charging a $35 pilotage fee for any (cruising) vessel entering the harbor from a foreign country. And no, you don't get a pilot for the pilot fee. The charge was being hotly contested, so it may no longer exist. It was fun for us to see all the cruisers in Acapulco getting ready to head south — just as we had two years before. We swapped charts and tales, and prepared for the next leg of our trip. From Acapulco we stopped briefly in Manzanillo before sailing straight for Cabo San Lucas. Cabo, we noted, is still growing at a breakneck pace; nonetheless, it's still possible to find the 'old Cabo'. Taco stands come and go, but if you find a fellow selling *carnitas tacos* next to the liquor store on the main street, be sure to stop and have a half dozen or more. They're the best in town!

Our trip from Cabo to San Diego was all it had been built up to be; the wind and current were against us all the way. Nonetheless, Baja still evoked its special magic on us with its stark beauty, abundant wildlife and fantastic sunsets. Two weeks later we pulled into San Diego, quite a bit faster than most boats. Fortunately, *Captain Musick* was made for sailing in heavy seas and sails to weather quite well. It was great to be back in the United States, but sad to think we would soon be giving up the cruising lifestyle.

San Diego is a dangerous town because all the merchants make it so easy for cruisers to part with their money. So many great stores and businesses cater to every need of any type of sailor. We spent three weeks in San Diego, relaxing, visiting family and friends, and working on the boat. The folks at the Silvergate YC were terrific and their dock fees were the best bargain short of the Police Dock.

We took another six weeks to sail up the coast to San Francisco, which is not nearly enough time. It was a great trip despite strong contrary winds and currents. On June 14 we motored under the Golden Gate, the first calm day in weeks. But at least the sun popped out just as we entered the Bay. We're not biased or anything, but San Francisco has to be one of the most beautiful places to sail in the



Sometimes nothing beats tradition; Molly of Macho Taco whipping up a 'mixed quesadilla' and a 'pescado ahumado'.

CHANGES IN

world! It was good to be back.

Captain Musick served us well during our long voyage and is still one of the finest cruising boats we've ever seen. But Tony and I have decided to move onto land for a while to pursue other dreams, so we are putting her up for sale. By the way, she's all ready for the 1990-91 season; just add your own true desire and follow your heart.

— cara & tony 9/13/90

Cara & Tony — You and quite a few others might get a kick out of this. Foxy of Jost van Dyke was recently in San Francisco visiting friends who took him to the Hard Rock Cafe. He was kicked out for not wearing shoes. What's a matter with these Hard Rock hard-heads? Foxy doesn't wear shoes.

Princess Del Mar — Rasmus 35
Jim & Gwen Johnson
The Good & Bad Of Samoa
(Chico Yacht Club)

Three years ago July, Gwen, Charlie the cat and I left San Francisco aboard our Rasmus 35 and sailed north to spend a beautiful fall cruising the Puget Sound area. After wintering in Anacortes, Washington we continued north to cruise the Inland Passage as far as Glacier Bay. The area was awe-inspiring and beautiful — but also cold and damp. So we headed south.

After stopping in Eureka to visit our children and grandchildren, we continued south to Cabo San Lucas for a reunion with our son, Mark, who was cruising with our friends Everett Howell and Loretta Ferrell on their Cooper 44, *Choya*. After a brief visit, *Choya* took off for Hawaii while we sailed to the Marquesas in April of '89. We had a nice 24-day crossing, after which we slowly made our way west through the Tuamotus, Polynesia, the Cooks, American Samoa, Fiji and back to Pago Pago, American Samoa.

Our reason for returning to American Samoa was to sit out the hurricane season and hopefully to find jobs to refill the cruising kitty. Since both of us found jobs, we plan to stay and work here until May of next year. After that, we'll continue west.

If you've heard that Pago Pago is the dirtiest, most polluted, trashed-out, unfriendly, rainiest (300 inches a year) place in the Pacific, you heard correctly. It's also in the path of tropical cyclones



You can travel to the ends of the earth and still not escape the idols to the new god. Marina Palmira, La Paz.

(hurricanes), as *Ofa* proved on February 2-3. Furthermore, it's also the only place we've been so far where they charged $50 in port fees *and* $30 to $60/month (after the first 10 days) for anchoring. In return for these fees you get absolutely nothing!

A reasonable person might then ask, why did we return and why are we staying for almost an entire year? Obviously, we felt that Pago Pago has its positive aspects as well, which are as follows:

Great Location. Located midway between the Cook Islands and Tonga, staying in Samoa for the hurricane season means you can spend extra time in the ultimate cruising grounds of Tonga and Fiji before going on to New Zealand and Australia. For those not planning to continue onto New Zealand and Oz, the Fiji to Samoa sail is relatively straightforward, as is returning to the U.S. via Palmyra and Hawaii.

Reprovisioning. American Samoa is the best place to reprovision in the Pacific, with good selections of American products at almost stateside prices. Fruit is cheap and diesel was only 78 cents/gallon last week. Between the U.S. Mail and UPS, you can get parts and gear quickly. I ordered some stuff from West Marine and got it in one week. Overseas telephone service is good and reliable.

Safety. While American Samoa is on the edge of the hurricane path, it has a excellent hurricane harbor in Pago Pago that was well tested on February 2 & 3. It also has more than enough wind to keep the heat and insects at bay. Crime is minimal and the Samoan people, if not particularly friendly, are not hostile.

Transportation, food and 49ers. Bus transportation is efficient and inexpensive throughout the island — except on Sundays when everything closes down. Trips to the other parts of the island, which features good diving and remote beaches, are well worthwhile.

American Samoa also has, in the Pago Pago YC, one of the great watering holes of the Pacific. All are welcome. There are also a number of decent restaurants in town from all prices ranges. There are no McDonalds or Kentucky Fried Chicken franchises.

For 49er fans, all the games are televised direct.

Jobs. If you're an American looking for work in the Pacific, Samoa is a good place as there are plenty of openings for almost all trades and skills. It's true that wages are about one-half to one-third of what is common in the States, but it's still great for those of us who need to refill the kitty.

There it is, American Samoa, the good and the bad. Trying to be as objective as possible, Gwen and I think it's not too bad here. Yes, it's sad to see our friends move on "to better places", but we'll soon catch up with them.

Before signing off, we'd like to say hello to our many friends in the Bay Area and especially those members of the Chico YC, the best land-locked yacht club there is. Our blue and gold burgee is tattered but still flying proudly.

— jim & gwen 7/18/90

Grimsby — Cal 39
Val & Greg Gillen
Isla Carmen, Sea of Cortez
(Los Altos)

In the 18 months since we last wrote, we've been cruising Mexico, enjoying two winters on the mainland and one summer in the Sea of Cortez. Right now we're anchored at Little La Lancha on Isla Carmen. Last summer we got as far north as Bahia Concepcion; we want to go further this time. Next year we plan to continue on to Costa Rica and Panama — of course, we said the same thing last year before we again succumbed to the delights of Mexico.

Our last letter included a list of things that proved to be useful in our cruising life. We have some more to add to that list:

1. A dinghy first-aid kit. In all fairness, we got the idea from Rusty and Al Herman, who cruised Mexico last year on *Canace*. Their bag was full of the times necessary to give immediate first aid for jellyfish stings, sting ray injuries and other nasty possibilities.

The contents of our bag: vinegar, powder, a plastic knife, Cortisporin creme, tweezers, band-aids, 4" x 4" gauge pads, disposable scalpel, Ana-kit (insect sting emergency kit), snake bite kit (Sawyer's first-aid kit with the extractor), a mini air-horn and Tylenol #3.

2. Snorkeling equipment. We had been casual snorkelers before coming to Mexico and arrived with basic equipment. Here in the Sea, we go diving almost every day, be it for recreation or dinner. Our diving duffles now include a powerful spear gun, game bags, weight belts, an ab iron (for prying scallops off rocks), better quality snorkels, masks, the fins we started with and dive skins. The dive skins are full-body swim suits which protect us from both the sun and stuff in the water that stings.

3. Automatic anchor light. We bought an automatic anchor light — photocell activated — from another cruiser down here last year. On dark, windy nights you really appreciate those neighbors courteous enough to use anchor lights.

4. Covers for sun protection. The tropical sun eats everything! After two or three years, it turned the thread our dodger to dacron powder. I just completely restitched it.

5. A manifold gauge set. If you have a refrigeration system, bring a set of gauges along. Reefers go bad and the only way to diagnose the problem is with gauges. If you don't know how to use them, someone will show you. We keep the gauges attached to our system at all times as a diagnostic tool.

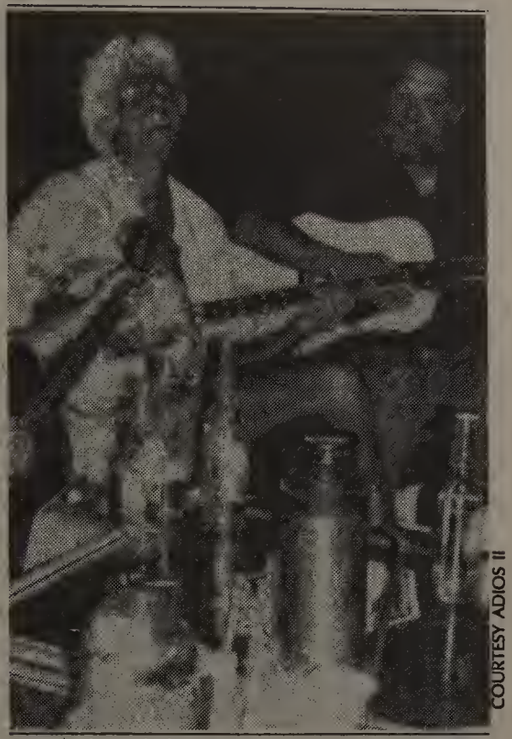
6. 12-volt watermaker. We installed a Power Survivor one year ago and can only add our praises to those we've read recently in *Latitude*.

7. Pull-on beach shoes. 'Reef Runners' and equivalents really save your feet when you make beach landings.

We've really enjoyed all of our cruising in Mexico. On the mainland we like the tropical beaches and the touristy places. We left *Grimsby* in Puerto Vallarta for a couple of weeks in April and travelled inland by bus and train to Mexico City, Oaxaca and Guadalajara — it was a wonderful trip that opened up a completely different Mexico to us. In the Sea of Cortez we are continually dazzled by the austere beauty of the islands and the Baja coastline, as well as the crystal clear water and island anchorages. The sea life is abundant and we learn new things about the environment every day. We also generally have good sailing between the anchorages. Recently, for instance, we had a wonderful spinnaker run from San Evaristo to Agua Verde in 10 to 15 knots of warm southerly breeze.

We'll close with a note on the value of *Latitudes* in Mexico. At Isla Grande, near Z-town, I traded a fresh copy of *Latitude* for a jar of Jif peanut butter. I would have given the guy a lot of *pesos* for the Jif, but all he wanted was the *Latitude*!

— val & greg 7/15/90



COURTESY ADIOS II

Some hot licks at the 'Cerveza Country Summer Concert Series' in Santa Rosalia.

The Summer Concert Series
In The Cerveza Country
Gringo Yachties
(Santa Rosalia, Baja)

In mid-August, the crews of 17 cruising boats enjoyed the hospitality of Marina Santa Rosalia. Of the 17 boats, five were from the Bay Area; *La Mouette*, Chuck & Gigi; *Avatar*, George & Brenda; *Grimsby*, Greg & Val; *Genesis*, Dick & Terri; and *Adios II*, Ron & Doris.

The evening musical gatherings under the *palapa* have been dubbed "the summer concert series in the beer country"; songs and suds in the moonlight.

Santa Rosalia is midway up the Sea of Cortez on the Baja peninsula. Besides offering a convenient jumping off spot for Bahia Los Angeles and the midriff islands, the town offers good provisioning, fuel close to the harbor, potable water and a friendly, non-tourist atmosphere. As many people know, the church here was prefabricated by Gustav Eiffel, who built some other obscure structure in Paris, and was shipped around the Horn on a square-rigger. Indeed, before the turn of the century, Santa Rosalia had such an active copper smelting plant that square riggers would arrive weekly with coal

For those summering in the Sea of Cortez, Santa Rosalia is a 'must stop'.

— ron & delores 9/15/90

Nepenthe — Folkes 39 Cutter
Tom Scott
Menlo Park
(Suva, Fiji)

Here is a list of *some* of the American boats that have been seen in Suva, Fiji this season:

Cannibal / C.A. & Betty / N. Orleans
Lady Lee / Unknown / San Francisco
Cornucopia / Rufus / Long Beach
Gitano / Bill / Unknown
Aku Anka / Glenn / Seattle
Galatea / Walt & Bea / Ventura
Makai / Mark & Tracy / San Francisco
Elenoa / Paul & Susan / Boston
Green Dolphin / Don & Linda / L.A.
Domelita / Scott & Linda / Seattle
Nubian / Eddy & Eileen / Portland
Beau Maris / Gordon & Nancy / Seattle
Outa Here / Dick & B.J. / Hunt. Beach
Rainshadow / Unknown / Seattle
Kim Thu / Hal & Kim / Edmonds, WA
Tiva / Greg & Leslie / San Francisco
Kelly Marie / Michael & Barbara / L.A.
Sundowner / Molly / Norfolk, VA
Apogee / George & Janet / Unknown
Spirit / Jerry & Sheri / Sausalito
Batwing / Lloyd / Seattle
Windfall / Unknown / Unknown
Ishara / Unknown / Unknown
Ecation / Tom / Key West, FL

— tom 6/25/90

Hawaiian Eye
Carol Post
Waterfront Postal Center
(Honolulu, Hawaii)

If you listen closely, perhaps you can

CHANGES IN

hear it, the sound of change in the mid-Pacific.

All the boats, serviceable and derelicts, have been removed from the north end of Keehi Lagoon, Hawaii's only real all-weather free anchorage. The boats were dislodged so that the state could begin clearing and dredging that part of the lagoon for the installation of mooring buoys. State officials say that the mooring buoys should be in place and ready for use by the end of the year. Only time will tell, as some groups and agencies would like to delay the project. Keehi Lagoon was crowded before all the boats were moved, now it's *really* crowded. There is probably, however, room for a couple more to squeeze in if necessary.

If you've got even better ears, perhaps you can hear the sound of World War II buildings, such as the 'Hilton', being torn down on Palmyra Island. Long a favorite with cruisers, the private island, which is located 600 miles southwest of Hawaii, has been leased by the three Fullard-Leo brothers for the next 70 years to Peter Savo. Although he has never been on the island — which is really a series of 39 small islets — Savo also has an option to buy it for $36 million.

His plans call for upscale development, including a hotel and golf course, 250 beachfront lots at $250,000 each and 100 estate lots at $500,000 each. Terms of the lease from the Fullard-Leo Brothers, who have owned it since 1922, forbid any buildings over 30 feet in height or paved roads. Although the island is U.S. controlled, the laws are such that gambling could be allowed. Big shots in Las Vegas, however, aren't concerned.

It's unclear whether such an isolated island will prove popular with tourists and investors. Then there's the matter of the weather. Experts say it rains as much as 130 inches a year on Palmyra, and that storm waves wash almost over the island.

For sailors, the question is whether they'll be allowed to visit again for free. In years past, permission was supposed to be obtained from the Fullard-Leo family, but virtually nobody bothered to get it. They'd just stop and enjoy the atoll for weeks at a time.

Speaking of Palmyra, Buzz Taylor of San Francisco spent the Fourth of July in the atoll with **Ishi**, the 55-foot Hatfield-designed Discovery that he built of glass himself. Leaving The City in February, he's visited Honolulu, Pago Pago and Honolulu, again. He says the next stop for him and crewman Hank Mulligan is Fiji.

Eric Davidson left Honolulu on April 28 aboard his 28-foot Pearson Triton **Starcrest II** and took 34 days to reach Monterey. Since headed for Marina del Rey, Davidson reported "the amount of floating debris in the mid-Pacific is appalling".

James 'Jimmie' Underwood arrived in Honolulu from California in June after just 16 days aboard **Evora**, his 30-foot Dutch-built ketch. He's since departed for the Marshall Islands and wants his friends to know that he really is going to do a circumnavigation this time. He's accompanied by Lumpy, his cat.

Boats calling at the Hawaii YC earlier this summer: *Solar Wind*, a Yorktown 35 with Steve and Robin Leone of the Hat Island Yacht & Golf [?] Club of Everett, Washington. Also *Wanderlust IV* with Glenora and Peter Doherty, and crew Ryan and Tara, and Ken Stratford.

Seen in the Ala Wai were *Jameela* of Oceanside, *New Horizon* of San Francisco, and *Tiri Tiri* of Ketchikan.

— carol 9/15/90

Cruise Notes:

Last September 17 - 21 hurricane ***Hugo*** cut a wicked path from Gaudeloupe in the Lesser Antilles to South Carolina. It's only now that reasonably accurate estimates of the destruction have been calculated: $6 billion in damage, including 8,000 houses destroyed and 92,000 damaged, 1.3 million acres of trees blown down and 43 people killed. And let's not forget the approximately 500 recreational sailboats destroyed and another 1500 damaged. But perhaps the most graphic description is this; one day of *Hugo* in South Carolina caused more property damage than the entire American Civil War.

Both the **Eastern Pacific** (see *Changes*) and **Atlantic** have been very active with tropical storms this year — as was predicated — but so far there has been virtually no damage. The Eastern Pacific hurricanes have all developed quite far out to sea and petered out before reaching Hawaii. An unusual high pressure system in the Atlantic has kept those tropical storms from developing into hurricanes near land masses. Hurricane season lasts until at least November 1, so all of us still need to keep our fingers crossed, especially during the dangerous month of October.

It wasn't a tropical storm, but in early September La Paz got nailed by a brief but powerful blow — variously called a **tormenta**, **chubasco** and a dozen other local names. According to Ricardo Perez of Marina Palmira, the winds reached speeds of approximately 80 miles an hour. In any event, they were enough to lift the Gran Baja Hotel's big *palapa* and frisbee it off to some other part of Mexico. Damage to boats, thankfully, was slight; one poorly rigged sailboat was dismasted.

Going cruising with an infant? If so, you'll be interested in Lyndsay Green's **Babies Aboard**, published by International Marine Publishing and distributed by Tab Books of Blue Ridge Summit, Pennsylvania. Green, a lifelong sailor, is the mother of two girls who have spent much of their lives aboard, be it on the Great Lakes or cruising the Caribbean. Instead of being a struggle, Green remembers those days aboard with her girls as some of the best of her life. A communications consultant, Green did a fine job with this 142-page book; we recommend it.

This month's ***Cruiser's Quiz***: Which island was first known as the "Yellow Lizard"? *Hint: Not only a favorite cruising ground, it's considered one of the most beautiful islands in the world.* Answer at end of *Cruise Notes*.

Locals rule. The Racing Division of the recent **Darwin to Ambon** (Indonesia) Race — which included four entries from Northern California — was won by *Karana*, a 49-foot Hong Kong-based boat with an all Ambonese crew. Incidentally, *Ocean Emu*, a 43-foot trimaran from Melbourne, smashed the old course record by 14 hours. The Darwin to Ambon Race is popular with cruisers because it's the only easy way to obtain a coveted Indonesian Cruising Permit.

Last month we asked folks who have made long voyages in small boats to give us a call. Stephan and Marja Vance didn't give us a call, but what they did starting back in 1979 was about as long a voyage in as small a boat as could be done. They departed their homeport of Dana Point aboard the 1975 Cal 2-27 **Twiga** (it's Swahili for 'giraffe' because giraffes on the desert resemble boats) and took off around the world. They pretty much followed the

Milk Run until they got to Australia, at which point they went to Sri Lanka (not that unusual) but also India (very unusual). Since so few boats visit India, they attracted considerable attention; one newspaper story about them had the headline "Two Year Honeymoon on a Small Boat and Still No Children". They continued on to the Med, where they spent two years, then they headed across the Atlantic to Brazil. Like India, Brazil was a place that they loved and hated at the same time. From there they continued up to the Caribbean, through the Canal, and to San Francisco where they concluded their 7-year circumnavigation.

What was it like doing a 7-year circumnavigation aboard a 27-foot stock boat? "It was great," says Marja, "the boat was plenty seaworthy and easy to sail." Least you think she's trying to put one over on you, she and Stephan, who have been working as assistant harbormaster and tug captain respectively, are about to take off on the same Cal 2-27 again. Mid-October they plan to head south to Mexico, Central American, the east coast of Central America and Florida. Just goes to prove, doesn't it, that if there's a will, there's a way. We'll have more on Stephan and Marja next month.

Fred and Butch aboard the San Francisco-based **Nepenthe** departed this East Coast of the United States in August, bound for Bermuda and Europe. This report comes from Jim and Diana Jessie of **Nalu IV**, who have been back in the States all summer and cruising the East Coast. A more detailed report from them in an upcoming issue.

Jeff & Lisa Wallace report that they and crewmember Jerry Pearson had an easy 27-day crossing from San Diego to the Marquesas earlier this summer aboard their Bristol 35.5 **Inter-Mission**. The crossing was so easy, all they had to do upon arrival in Nuka Hiva was clean up the boat.

"The cruisers in Nuka Hiva and Hiva Oa avidly and gratefully read the issues of *Latitude* we brought along," they write, "but have two loud and clear requests for advertisers: 1. Get a fax machine. 2. Put the fax number in the ads. Phone calls from hear are a whopping $9 a minute, whereas as fax is a relatively cheap $20 to $40. It makes a difference!"

"Oh yeah," they write in closing, "to update an item about us in the April *Sightings*, our honeymoon is coming along very well!"

Incidentally, if you plan on cruising the Sea of Cortez next July, you're going to be at the right place at the right time. According to experts, that will be ground zero of the longest **total eclipse** — about seven minutes — of the sun for the next 2,000 years. If you're thinking you'll just fly down to visit friends for the event, forget it. All airlines and hotels have already been booked for months and the Mexican government has suggested they will station an army contigent at Guererro Negro to prevent any vehicular traffic beyond the 50,000 people expected. Two Japanese scientific ships have already been granted permission to be on location and several cruise ships are scheduling scientist-laden cruises for that time period. Completely by accident we observed a total eclipse of the sun this summer during a flight home from the Pacific Cup in Hawaii; it was eery and neat, but we're not sure how much trouble we'd go to see another.

If you're headed offshore or down the coast cruising, it's very helpful if you have some **mechancial aptitude**. Here's proof: Bob Cramner-Brown set sail on this year's Singlehanded TransPac this summer with great expectations. But at 7 p.m. the first night, the alternator wouldn't charge. He decided he had no choice but to beat 30 miles upwind back to San Francisco to get another one. The one he got was intended to be the back-up alternator for Nancy Daniels and Judith Edwards on the C&C 35 **Perigail**; the two women were about to start the Doublehanded Division of the West Marine Pacific Cup to Oahu.

Having started once again and gotten 40 miles offshore, Cranmer-Brown fires up the engine and — son of a bitch! — he gets no charge from the alternator. Again he has no choice but to head back for a replacement.

Actually, a replacement isn't what he needed at all. A call to the company that sold him the alternator brought the mind-boggling revelation that the alternator would never work — until the engine hit 2,000 rpms. There had been nothing wrong with either alternator.

The repercussions went far beyond Cramner-Brown ultimately leaving for Kauai four days late. For the alternator on *Perigail* also crapped out (or did the girls not rev the engine to 2,000 rpm?) and they dropped out of the Pacific Cup entirely.

This heavy irony reminds *Latitude's* managing editor of a trip he took across the Atlantic with **Charles Tobias**, now owner of Pusser's Rum and the various Pusser's Landings in the Caribbean. They had a big Mercedes diesel aboard Ernie Gann's old **Mar**, and about 4 days out it began to run funny. When it was turned on, it immediately sounded like it was under excessive load. With no real mechanics aboard, the crew started crawling over the generator looking the the source of the problem and a cure. With the refrigerator powered by the generator and a huge amount of frozen meat onboard, the steaks — if you'll pardon the pun — were high. After giving it their best shot, there was little the crew could do but begin a diet of meat from breakfast, lunch and dinner.

When most of the meat had been consumed, someone happened to give the spring on the decompression lever a little fiddle. Rummmmmmmmmm! The Mercedes had been running under partial decompression. The final irony is that unlike the main engine, the Mercedes generator otherwise ran flawlessly for 30 months.

Speaking of cruising pleasure, you'll have more by avoiding certain areas. *Notice To Mariners* invites U.S. boats to avoid **Libya's Gulf of Sidra** "due to unsettled relations between the United States Government and the Government of Libya". Mariners are also urged to use caution along the **coast of Morocco**. We get along fine with the Moroccan Government, but "Moroccan coastal protection warships, while engaging in anti-drug smuggling activities or enforcing territorial fishing rights, have been known to open fire on innocent vessels." Just for the heck of it, we'd avoid the Persian Gulf, too.

At the most recent report, the **Global Positioning System** (GPS) had a constellation of 14 satellites, all of which were "available and healthy". While the system is providing mariners with an average of 18 hours of day of constantly updated positions, it's still considered "non-operational". Be that as it may, it's still the best system going, both right now and in the future.

The "Yellow Lizard"? Today it's known as **Moorea**.

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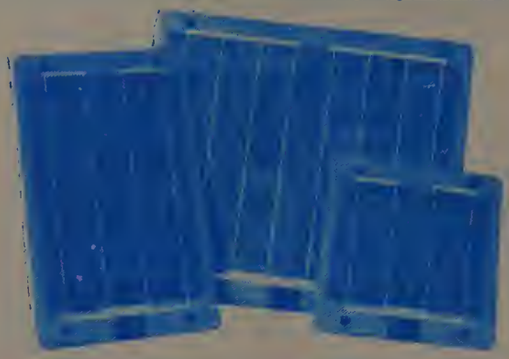


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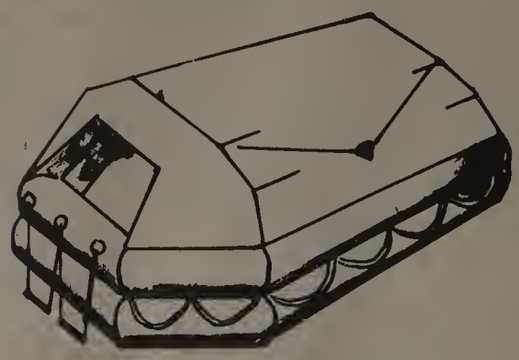
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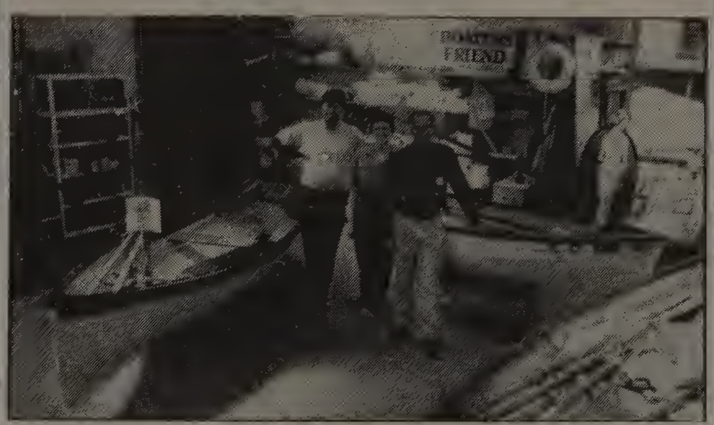
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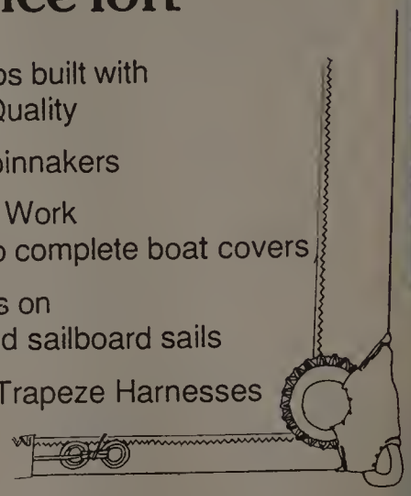
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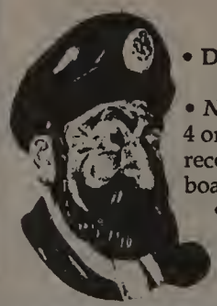
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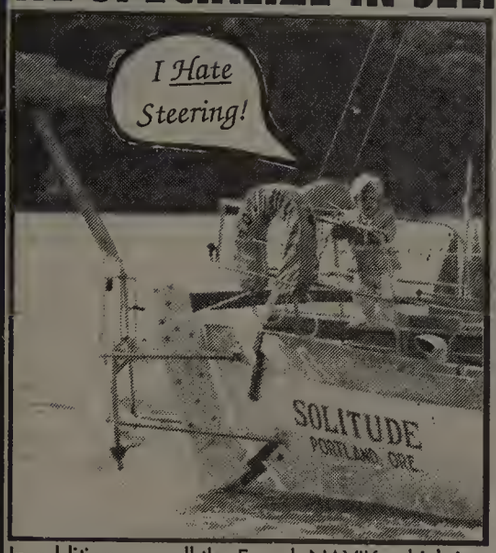
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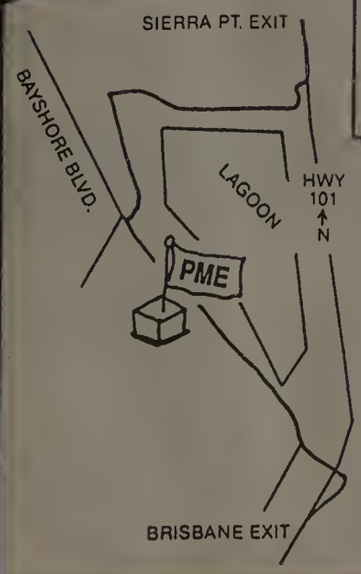
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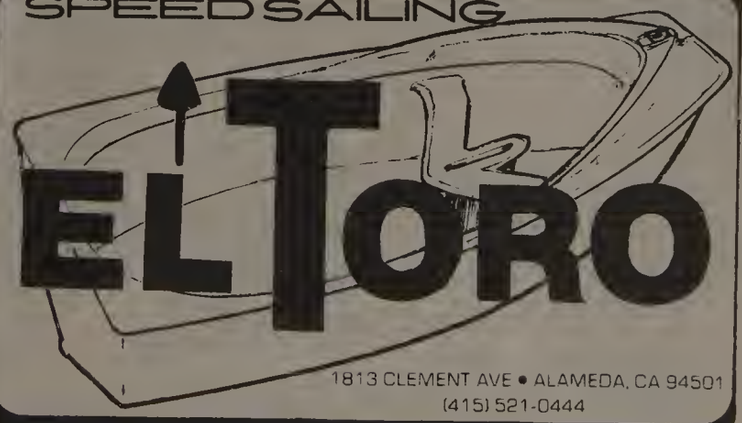
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CAPE DORY 25, 1979. Traditional, full keel New England boat with FG hull and teak trim. Brass portholes and teak cabin with o/b, DF, VHF, and 4 sails. $13,500. (415) 620-2830, (415) 461-0510.

1965 PEARSON ARIEL. 26-ft full keel, 8 hp o/b, 6 sails, windvane, compass, VHF/knot/depth meters, dodger, all lines aft, new shrouds, single-handers delight. $6,500. Jim (415) 388-5048.

NEWPORT 27S. Excellent condition. 110, 150, triradial w/Barient and Lewmars. Atomic 4 (recently rebuilt). Sleeps 4 comfortably. Enclosed Marine head & shower. Full galley with icebox. 6-ft + headroom, VHF. $13,500 or OWC 10%. (415) 676-1400 (days), (818) 963-7116 (eves).

CORONADO 25. 4 jibs, Pineapple main, 8 hp Suzuki, head w/tank, stereo, shorepower, 4 Barient, new interior cushions, hull paint 5/90, stove, Lit compass, VHF, KM, DS, all safety gear, liveaboard? $5,800. Call Mike (415) 528-5264.

CATALINA 25, 1983. Tall rig, retractable keel. Pop top w/enclosure. Traditional interior, Marine head w/holding tank. Knotmeter/depth. Elec. start Johnson 9.9. Options and extras. Clean and well-maintained. Boat has never seen salt water. $12,900. (209) 667-9317.

CAL 25, 1968. *"Tantalus".* Excellent condition, epoxied bottom. New: rigging, wiring, water and fuel tanks, thru-hulls, ground tackle, stove, interior cushions. Mast and topsides refinished with LPU, 9.5 Evinrude, great sailing boat for Bay and Delta. $5,000 b/o. Paul (415) 847-6667 (weekdays).

MACGREGOR, 25, 1985. Trailer, 10 hp Honda, Loran, VHF, DS, KM, epoxy bottom coat, main with 3 reefs, Genoa, spinnaker, all lines led aft, reinforced transom, custom electrical system, many extras. Must sell - getting married. $11,000. (415) 326-3673.

OLSON 25. *"Fast Freddie",* nat'l. champion, 13 sails, 8 hp o/b, drysailed, trailer. $21,000. (415) 634-1034.

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MACGREGOR 26, 1990. Previously advertised, now available due to timewaster, brand new, repeat brand new with trailer, never been in water. Thousands less than list. $8,890. Call (503) 482-2257.

RANGER 26. Very good condition. Brand new 8 hp Evinrude engine. Compass, depth sounder, portable VHF, knotmeter, 2 anchors, 3 sails, extras. Genuinely priced to sell. $8,000. Call (415) 543-8875.

EXPRESS 27, 1984. 2 full sets North and Shore sails, 1988 4 hp o/b, Signet KM, DS, Plath compass, VHF, 2 speed Lewmar winches, various other extras. Trailer. Always dry sailed. $20,500. (415) 388-6531.

NEWPORT 27, 1970. Excellent condition, Dodger, Atomic 4, KM, DS, VHF, AM/FM cassette stereo, 2 speed winches, compass, epoxy bottom, asking $14,000 or trade for Catalina 30. Also Laser in good condition with trailer $2,000. Call (415) 829-7365.

RANGER 26. Excellent condition. 3 head sails & spinnaker. 10 hp Honda, auto pilot, Signet instruments and L.P.U. Paint topsides new in 1988. New Imron bottom 7/90. Solid, fast boat for the Bay, with a Vallejo slip. $9,000. Call Lee (916) 674-7630.

LASER 28. One design by Bruce Farr (1985). Singlehand (3rd-Transpac) or sail with 5 friends. Beats J29's but has a diesel, head, standing headroom & many options! Cruise or race for $30,000. Rocketship fast, clean design by Farr. (415) 972-6904.

SANTANA 28, 1977. Original owner. Shad Turner designed, built by W.D. Schock. Excellent Bay racer/cruiser. Volvo diesel, VHF, DS, KN, sleeps 5, full galley, teak interior, 2 speed winches, safety equip., lifelines. $18,000 b/o. Call (415) 435-9966 (eves).

FOLKBOAT 26, 1951. A well maintained, excellent sailing vessel. Definitely worth more than I'm asking! Absolutely, positively must sell or I'm in big trouble! I just can't afford 2 boats! (Owner may or may not be motivated.) $3,500. Call (415) 655-9311.

26-FT PEARSON, 1979. New equipment '89-'90: mainsail, halyards, secondary winches, boom vang, all lines aft, double lifelines, autopilot, compass, AM/FM stereo, aft pulpit, ladder, and jib/sheet bags. Other equipment: spinnaker, 150% Genoa, working jib, 6 hp o/b, and more. Perfect Bay boat - first boat. Bristol condition. Sausalito berth. Owner moving up. $9,750. (415) 435-7455.

ISLANDER 28, 1977. Great boat with lots of extras: diesel, spinnaker gear, VHF and more. $19,500. Owner may carry. (415) 944-0691 (leave message).

ERICSON 26, 1968. This fully equipped, exceptionally strong, roomy cruiser has everything you need to sail the Bay in comfort and safety. Let's go sailing and I'll show you what a great buy this is at only $6,500. (408) 741-0880.

CATALINA 27. Great condition, Atomic 4, 3 sails, dinette, full instrumentation. $11,000. Call (415) 341-8009.

27-FT BUCCANEER SLOOP, 1975. Excellent condition. Shoal keel, galv tandem trailer, 4-6 berths, separate shower, head, full cover, 15 hp inboard, 3 bags sails, main, jib & 150 Genoa w/ cover. Famet jib furling, autopilot, self-tailing winches. Oakland berth. $11,250. Call John (415) 937-4190.

CATALINA 27, 1974. Excellent condition. Atomic 4 inboard, cockpit rigged, electric head with holding tank, cockpit cushions, jiffy reefing, 110v shore power, range and oven, auto bilge, new ground tackle, VHF, speedo, DF. Fun boat. $10,500. (408) 720-8309.

OLSON 25, #99. Excellent condition, faired keel & rudder, upgraded deck layout, new sails, custom tandem trailer, 4 hp motor, VHF, freshwater boat. Great weekend racer/cruiser, ready to go. Just add water and about $17,000. Call (800) 748-1148.

RANGER 26. Super pocket cruiser, all lines led aft. 5 bags sails, including spinnaker. Full galley, sink, stove and icebox. Depth sounder, knotmeter, compass and VHF. New 8 hp Nissan cockpit controls plus Autohelm 800. $9,500. Call (415) 461-7072 (eves), (415) 864-2902 (days).

BRISTOL 27 SLOOP. Excellent Bay boat, 4 excellent sails, spinnaker, heavy-duty rigging, full keel, Loran, VHF, KM, 9.8 merc. elec. start. Large cockpit, many extras, now we have "two" many boats. $7,250. (415) 794-3385.

29 TO 31 FEET

ALBERG 30. F/G, full keel, beautiful classic lines, excellent condition. Large sail inventory - new and old. New electronics, rebuilt ('85) Greymarine 25 hp, hauled annually (Aug.). Great Bay boat! Berth K31 Marina Village YH. $22,000. Call (415) 865-4845.

30-FT CLIPPER MARINE FIBERGLASS SLOOP. Sleeps 5. 15 hp inboard engine, 3 sails, two new deep cycle batteries, VHF, DS, knotmeter, heavy anchor, long rode. $7,500. (415) 367-0660.

CATALINA 30, 1980. Diesel, wheel, dodger, roller furling. H/C pressure water, shower, 3 burner stove w/oven. VHF. Signet 1000, 4 speaker stereo cassette, many extras, excellent condition. (415) 364-4641.

J29. Race ready. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast, unique and comfortable interior arrangement, galley sink & stove. The J29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. $32,000. Call Andy (415) 641-8323.

CUSTOM DELTA CRUISER. 29-ft cat yawl, 16 inch draft, designed and built for present owner. Delta gunkholing in style with luxurious accommodations, awning, swimladder, stereo, 15 hp Johnson outboard, all equipment. Bottom paint August 1990. $8,000. (415) 674-9518.

PEARSON 30 with Volvo diesel, Loran, VHF, windspeed, knotlog, rel. wind indicator, depthsounder, dodger, roller furling Genoa. Hauled and painted in March. Located Emeryville. Good boat in good condition. At $19,500, I'll finance. (916) 354-2599.

CATALINA 30-FT, 1982. Tabernacled mast, new sails, roller furling, Loran, wheel steering, autohelm, custom interior, VHF, DF, KM and more. Never lived aboard or raced! Clean cruiser. $28,500. Call Jon (408) 476-3582.

PEARSON TRITON 29-FT *"CYRENE".* No blisters, Awlgrip, Harken traveler blocks, North sails, 2 mains w/2 reefs, 7 head sails, 2 spinnakers, 1988, 1989, 3 Danforths #12, #12, #22.5. Autohelm 1000, Loran C., ICOM VHF, wind ins, digital DS, Atomic 4. Rebuilt 1981, double lifelines, inflatable, ready for Baja or race, not a fixer. $12,500. (415) 528-4216 (before 8 pm).

CAL 31, 1979. Excellent condition. 5 sails, including spinnaker, Volvo Penta dsl, VHF, DS, KM, compass, lines led aft, anchor(s), barbecue, stove, cockpit cushions. Excellent for individual or family sailing. Owner motivated $34,900. (415) 523-4092.

30-FT WOOD SLOOP, 1939. Mahogany/oak, refastened, recaulked 1989. Sleeps 4, 6 sails, 12 and 110 volt, manual and auto pumps, battery charger, halon, refrig, VHF, RDF, DS, AP, KM/LOG, WIND, stereo. Master Mariner, great shape! $25,000. (415) 366-1204.

RAWSON 30. Offshore cruiser, liveaboard, Volvo diesel, 6 sails, 3 anchors, Avon life raft/cannister, Aries WV, 2 DS, VHF, VDO, oil/heat alarms, Auto Halon extinguisher, pressure water, propane stove/oven, extras. $22,000. (916) 872-9037, (619) 281-2750.

ERICSON 30+, 1984. Furling, wheel, flasher, VHF, depth, knot, h/c pressure water, teak interior, CNG stove, oven, Atomic 16, radio, tape. Sailing is a breeze w/this lady. $36,000 b/o. (916) 961-6666.

SEAFARER 31 MK.I, 1974. Traditional design by Wm. Tripp, fiberglass with teak trim, Palmer inboard, AM/FM cassette, stereo, A/C shore power, well maintained, Coyote Point inner harbor berth. $15,500. (415) 341-2170.

BODEGA 30 FULL KEEL CRUISING SLOOP. 3 sails, jiffy reefing, Barients. Volvo 2 cylinder diesel, shipmate stove/oven, heater, VHF, depth sounder, knotmeter, stereo, bronze opening ports, no-slip decks. Make offer, I might take it. (415) 344-3495 (eves).

30-FT ERICSON FG SLOOP. Recent new standing rigging & engine overhaul. Loran Micrologic 8000, Avon dink & outboard. New upholstery, 2 anchors, knot meter and log, DS, VHF, and Ritchie compass. A bargain at $21,500. (415) 367-0660.

GULF 29, 1984. 18 hp diesel, superb condition, pilot station in cabin, self-tending rig and lapper sail, spacious teak interior, swim ladder and platform. $29,000. (415) 924-8310.

ROSS 930, 30-FT, 1984. New Zealand ULDB racer with comforts. Import demonstrator, like-new, 8 sails, 3 new 1989-90, epoxy bottom, Loran, speed/log, depth, VHF, 2 compasses, 5'10" headroom, enclosed head, 5 berths, dinette, galley, chart table. $27,500. (408) 646-2855.

31-FT ERICSON INDEPENDENCE CUTTER, 1978. Recent Mexico vet, Yanmar diesel, Harken furling, SAT NAV, VHF, KM/DS, dodger, Maxwell-Nillsen windlass, CQR, H-T chain, pressure water, heater, stereo, tri-mast light, inflatable. $42,500 b/o or trade up. (619) 222-2996.

ISLANDER 30. Great racing and cruising boat. 7 sails, KM, DS, VHF, cockpit cushions, Delta awning. Sleeps six, good condition, many extras. $17,750 b/o. Call Jim 435-9654 (leave message).

1981 US 30. Roomy, excellent liveaboard. 6'2" headroom, teak interior, pressurized h/c water, double sink, shower, inboard Volvo diesel, solar panels. Cruised coast, British Columbia to Santa Cruz. Must sell. $18,000 b/o. Call Duncan (415) 465-2228. Compare with Catalina 30.

BENETEAU 305, 1986. Fast comfortable racer/cruiser. Good sail inventory, oversize winches, auto, Loran, etc. Well maintained. $44,500. (415) 488-0579.

CATALINA 30, 1981. Very clean, Atomic 4, self furling jib, compass, KM, DS, VHF, wheel steering, cockpit cushions, stove/oven, barbecue. $28,000. (408) 724-2586.

J29. High performance sailboat. Race/sail. Excellent condition, many bags sails, o/b motor and other extras. Complete interior. Make the best J29 deal on the Bay. Sell for under $25,000. Assume loan, no money down. (415) 328-2408.

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PEARSON TRITON 29-FT, 1961. Has had some work done. 1981 Atomic 4 motor. Needs new Gelcoat. Must sell $8,500 firm (2K below Blue Book). Call Pat (415) 938-5810 or Gary (415) 658-7571.

CAL 29, 1969. Very clean, blister free at last haulout. Fully rigged, spinnaker and 2 poles, 3 jibs, VHF, KM, DS, stereo, compass. Rebuilt Atomic 4, newly overhauled. Swim ladder, sleeps 6, must sell. Sacrifice at $10,000. (415) 528-2301.

TARTAN 30, 1974. Must see to appreciate. Many extras! $17,000 b/o. Tod Detro (415) 948-9722, (415) 967-6301.

BENETEAU 29, 1985. Excellent condition. Diesel, epoxy bottom, 7 sails, aft cabin, amenities +, trailer. $32,750. Santa Cruz 27, Coronado 25 or other partial trade? (916) 933-6343.

SAGITTA 30. Steal a classic. Mexican vet, well found and Bristol fashion. Famous double ender designed by Aagevtzon. Built in the Danish Royal Shipyard to Lloyds specs. 7 bags, VHF, depth sounder, autopilot. $37,000 b/o. (619) 224-3866.

OLSON 29. *X TA C.* Built Jan. 1986 at Pacific Boat works, 13 sails, fast, fun, responsive, original owner, hull #8. $35,000. Call (707) 643-3590.

CAL 2-29, 1975. Diesel, wheel, 4 sails, 2 anchors, roller furling jib, VHF, DS, ADF, Loran, EPIRB, refrigeration, pressure water, stove, dodger, new bottom paint. Good condition, ready to go. Located at Marina Bay. $17,900. (916) 756-1264.

ISLANDER 30 MKII, 1973. VHF, KM, fathometer, wheel steering, Palmer gas, dinette interior, Emeryville berth. $19,000 b/o. Call (808) 935-0520 or ask for Julie at (808) 935-9766.

CATALINA 30 1985. Excellent condition. 21 hp diesel, wheel steering, self-tailing winches, depth, knot log, VHF, water heater, pressurized water, shower, stereo, cockpit cushions, custom sails, cruising spinnaker, shore power and much more. Original owner. $35,500 b/o. (408) 265-4039.

RAWSON 30. Stable full keel cruiser, 7 sails. Arles, AP, VHF, DS, KL, dinghy w/motor, boom brake, windlass, new Imron paint, rebuilt engine. $20,500 b/o. OWC sm. down/trades sm. boat. (415) 439-5396 (eves).

30-FT FISHER MOTOR SAILER ketch rig. Diesel pilot house, English-made, fiberglass & teak construction. $46,000 possible trade for power cruiser? (415) 332-4218.

FOR SALE-TRADE-LEASE. Cal 230. 4 headsails, 2 spinnakers, 2 mains, wheel, VHF, DS, wind speed/direction, KM, 2 compasses, Atomic 4, 110/12 volts, man-overboard equip., clock/barom. Owner will help finance. $16,000. Jack London Square berth. Mike (209) 869-3215.

ETCHELLS 22. Ready to race, winning history, latest sails, trailer, many extras. $10,900 cash or owner will finance with $3,950 down & $200/month. (415) 548-4159, (415) 547-0685.

ETCHELLS 22, #275 w/galvanized tandem trailer and full blue cover, race rigged and ready with extra sails. White hull, pale gray deck, Allspar mast, Harken blocks. $9,800. Call Billy (415) 441-0380.

1962 PEARSON TRITON 28.5-FT. Newly rigged mast, new paint, gas in-board engine, extras. Must sell, good condition. $11,500. Call (415) 673-9321 (leave message).

CATALINA 30. New brooks and gatehouse instrumentation, Loran, and battery charger. Recently rebuilt diesel engine. Blister protection recently completed, near new upholstery and autopilot. Wheel, VHF, stereo, pressurized water, shower, cockpit table, cushions, and covers. Beautiful condition. Original owners. $27,500. (408) 246-2640.

31-FT SLOOP. Perfect partnership boat. Ocean cruising design modified for S.F. Bay & Delta. 1978 F/G, 1988 rigging, 9/90 hauled & bronze thru hull fittings. One owner. $28,000. For equipment & specs, call (707) 935-3593.

32 TO 39 FEET

37-FT GAFF KETCH. Heavy glass const., diesel power. Heavily rigged & sparred for deepwater voyaging. This is not Tupperware, but a heavy duty vessel for the serious offshore sailor. $45,000. (415) 968-2921.

WANT TO GO CRUISING? Available for sale September 30, a totally refurbished Kettenberg 32 fiberglass cruiser/racer, rebuilt boom/mast, full instruments, fridge, pressure water, shower, CNG stove/oven, new wiring 12v/110v, new interior Incl. upholstery, Volvo MD7a 13 hp diesel totally rebuilt with new prop & shaft, S/S tanks, good sails, sleeps 6 in double, quarter, pilot & vee berths, good stowage, VHF, AM/FM, too much to mention, sail anywhere safely. No brokers please. (415) 533-1030 (after hours).

33-FT PEARSON VANGUARD *"ESCAPE".* Customized, most beautiful on Bay. First overall Plastic classic, prettiest boat. Wheel, autopilot, all gauges, elec. winch, 35 lb. CQR stereo, dodger, teak interior, 7 sails. $33,500 b/o. Call (916) 223-6103.

RESTORED PEARSON VANGUARD 33-FT. New sails, dodger, Radar, Loran, VHF, stereo, autopilot, weather vane steerer, diesel aux., full galley, hauled Jan. 90. $26,000. (209) 835-2303.

35-FT CORONADO SLOOP, 1973. Liveaboard slip in Redwood City. Tri-cabin, battery charger h/c pressure water, AC/DC refrig., VHF, depth, microwave, color TV, Avon raft, and telephone. Roomy liveaboard. $32,000 b/o. (415) 365-6264 (leave message).

35-ft CHINESE JUNK. Shower, head, full galley, Volvo Penta diesel, VHF, depth sounder, wood stove, sleeps 6, teak, beautifully maintained, completely up to date, Sausalito berth. $45,000. (415) 479-7128.

***"TEHANI"*, 37-FT**, Danish-built double-ended cutter, pitch pine on oak frames. Restored 1984 thru 1989. New electronics, sails, Zodiac and many extras. Classic beauty ready to cruise. For fact sheet call Vic or Ric (415) 392-0824.

NEW 32-FT DREADNOUGHT *"TAHITI KETCH"* hull with ballast. Flush deck with interior roughed in. New 22 hp Saab diesel engine with variable pitch propeller and shaft installed. New diesel Dickinson stove. More extras. $12,000 b/o. (805) 772-2473 (days), (805) 995-2364 (eves).

TARTAN 37, 1982. Sparkman & Stephens design. Fast, solid, bluewater cruiser, liveaboard. Documented, Mexico veteran, Westerbeke 50, roller furling jib, dodger with solar panel, refrigeration, hot/cold pressure water, anchor windlass, shore power and telephone. $71,000. Call (415) 399-1204.

36-FT COLUMBIA SLOOP. Excellent condition, Albin diesel, fresh water cooled, battery charger, refrigeration, roller furling jib and main, Autohelm, propane stove/oven/water heater, Espar cabin heater custom davits/wood dinghy. Very roomy cruiser or live aboard. $39,000. (415) 454-7586.

CATALINA 34, 1987. Excellent condition. Fast racer/cruiser, VHF, depth, knot on pods, h/c pressure water, barrier coated bottom, self-tailing winches, lines rigged aft, large head aft, new batteries & charger, 3 cabins, dinghy. $52,000. Call Stan (916) 386-0255.

CAL 39, 1978. Perkins diesel, roller furling jib, Benmar autopilot, rigging and sails in great shape. Signet gauges, windlass, VHF, AM/FM cassette, hot/cold shower, CNG 3 burner stove, large water and diesel tanks. Ready to move aboard. Come see this boat in Santa Cruz. $59,000. Call (408) 427-0209.

ISLANDER 36. Loaded and well-maintained. Spec sheet and equipment list on request. Race and cruise. Sail and deck plan. Some new sails. Full instruments and many custom features. $44,000. Call for an appointment to view. (916) 677-3688.

CAL 2-39, 1979. Fully equipped, cruise ready in excellent condition. Must sell. $57,500. Call Kim (415) 381-2872.

37-FT MONK DESIGN custom-built ketch, documented, veteran cruising boat, has cruised Mexico and South Pacific, Perkins diesel, self-steering, Tillermaster autopilot, sailing dinghy, berthed in Redwood City. $43,000. Call (415) 361-8186 (after 5 pm).

TAYANA 37, MK.I, 1977. Moving on land (Ugh!), must sell her. VHF, RDF, compass, depth, Perkins 4-108. Just hauled and painted. She's a wonderful boat. $75,000. Kirk (415) 657-9821, (415) 475-7377.

32-FT SEAMIST, GAFF RIGGED CUTTER perfect for Mexico or a sail on the Bay. VHF, Loran, diesel. $12,000 or b/o. Call John (408) 435-1900, x3040 (days), (408) 866-5081 (eves).

ERICSON 38, 1982. Excellent condition, fully equipped. Universal diesel, Hood roller furling, Barient self-tailing winches, Signet Systems 1000 & 1500. VHF, Ardic diesel heater, Simpson-Lawrence windlass. Adler-Barbour refrigeration, new cockpit cushions and more. $59,950. (415) 757-2914.

LANDFALL 39-FT CUTTER. A comfortable cruising boat, teak Interior, bright & sunny. 60 hp. Isuzu engine, new aluminium mast & rigging, new head, new bottom paint. Well maintained. Perfect for cruising & sailing. Great deal $75,000. Call Gerhud (415) 659-9128 (work), (408) 988-8432 (home).

BALTIC 35, 1986. Great aft cabin, race or cruise. Harken RF (135%), 90, 95, 150 jibs. 1.5 chute & gear. CNG, pressured h/c water w/shower, stereo, Loran, battery charger & telephone. 10 winches (7ST), teak cockpit. No brokers please. $150,000. (415) 927-3514.

ALAJUELA 38 *"AURORA".* A California-built double-ended cutter, fiberglass. Carefully maintained. Consistent Colin Archer Regatta winner. Totally outfitted for cruising. $89,000 b/o. (415) 435-9327 (Tiburon).

CHEOY LEE LION, 35-FT of head-turning teak! 90% thru total rehab. Bright topsides, aluminum mast, Volvo MD2 diesel and much more! Two and a half boat owners must sell! Our exhaustion...your gain! $25,000 b/o. (415) 522-0906.

ERICSON 39. Equipped for liveaboard and long distance sailing. Radar, SAT NAV, Loran C, jib furl, diesel. Many extras. Tip top condition. Must see. $60,000. Call (415) 244-9771.

ERICSON 35. Military assignment forces me to sell! Great Bay boat waiting for someone who wants a great deal. *"Windswept"* has 13 winches, refrigeration, hot water, microwave, double head foil, adjustable back stay and more. Call Glenn (415) 561-2617 (work), (415) 474-7759 (home).

FANTASIA-35. Cruise ready. Center cockpit, davits w/dinghy, Pisces-40. Call for spec sheets. Absolutely no brokers. $65,000. (707) 762-7190.

SANTANA 35, 1979
Excellent condition with full race/cruise inventory. Many extras: autopilot, Loran, Avon. 11 bags. Rebuilt diesel. Hull liner included or seller will paint bottom.
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CLASSIC GAFF KETCH MOTORSAILER, 1949. 34 LWL, 36 LOD, 42 LOA. San Francisco berth, 4 cyl Lehman diesel, batt. chgr, VHF, wood stove, kerosene stove, 110/12v refrig, fir on oak, refastened recaulked '88. Ready to sail/liveaboard. $12,000. Call (916) 873-4387.

SANTANA 35, 1980. Prime west S.F. 40-ft Marina Blvd. berth. Race or cruise this A-1 condition boat with new engine, rudder, keel, mast, boom, sails & many extras. This very active class boat *"Dream Machine"* is a YRA Bay, ocean and national champion. See & sail to appreciate. $48,000. Call John Aitken (415) 366-9211.

1986 ERICSON 32. Excellent condition. Bottom job in July. Roller furling 110% jib. Alpine AM/FM cassette. Halon fire extinguisher. 21 hp diesel. Sleeps 6. Fully self-contained. Propane stove/oven. Great Alameda slip. $44,500. Call (415) 965-4243.

33-FT CUSTOM STEEL CUTTER. Merritt Walter designed dlb-ender, Tanbark sails, 32 hp diesel. Perfect for liveaboard or extended cruise. Cherry wood interior. Extensive equipment list. Bristol condition. $55,000. Call Ken (415) 428-4023.

37 SPARKMAN & STEPHENS. F/G sloop built by Chris Craft. Must sell. Very fast & strong. Great liveaboard, galley, refrig, 5 bags, head, Avon dinghy, lots of ground tackle. 2 time Transpac vet. Rare boat. Don't own a carbon copy! $27,000. (916) 652-0729.

VANGUARD 32. Buy the gear & I'll throw in the boat. Includes: ABI windlass, Harken furler, Yanmar, CQR 35 & Danforth 22, Toyo raft, Wanger boom brake, Fleming vane, Plath & Silva compasses, Kenyon knots, Furuno & Datamarine sounders, Robertson SAT NAV, Standard VHF, Aguasignal tricolor, Gas Systems stove, Barient 2 spst winches, custom bowroller, 1 chain 1 nylon rodes, custom internal reefing boom, custom gallows, custom pole track/lift, stern roller, extra halyards, MOB pole, chrono & baro, dodger, engine spares, and more. A proven voyager, with your sextant, charts, dinghy and food she can be ready to go again in two weeks. (209) 431-8235 (eves).

RANGER 33, 1974. Very good shape, just hauled out. New varnish, wheel, 8 sails, including 2 spinnakers and a brand new UK main. $27,000 b/o. Call Francesco (415) 655-6456.

VANCOUVER 32 CUTTER, 1986. All weather pilothouse model, 2 steering stations, designed by Canadian Bob Harris. Go anywhere in comfort. Quality built. $69,000. Call (415) 388-5356.

PEARSON VANGUARD 33. Very strong, brand new rig, depth sounder, knot log, Loran. Just hauled, new survey. Excellent condition, go anywhere now. $21,000. (415) 332-4871.

37-FT RANGER designed as a stiff ocean racer/cruiser, rod rigging, diesel, well equipped, will take small trailable boat. $40,900. (415) 785-2288.

ERICSON 35, 1974. Comfortable, safe, Bay, coastal, or Delta cruising. Has double lifelines, double pulpits, internal halyards, 5 sails, wheel, h/c water, shower, radio, depth sounder, speedo, etc. $32,000. Might ocnsider smaller boat or R.V. in trade. (415) 479-2974.

PEARSON 10M 34-FT, 1974. Great racer, comfortable cruiser. Excellent condition. Clean, dry, electronics, Force 10 heater, Lectra-San, cockpit cushions, 8 bags, many extras. HDA divisional champ. Must sell for $25,000. (415) 435-1257.

35-FT ALBERG. Pearson built, full keel, heavy F/G, comfortable, roomy, excellent for Bay or cruising, carefully maintained. $27,000. Call (415) 453-4872.

36-FT KETCH MOTOR SAILBOAT. LOA 42.5-ft, beam 12.5-ft. Double ended, steel hull, permanent dodger, 4 cylinder diesel, large tanks, water heater, shower, refrigerator, anchors, 9-ft dinghy. New paint top-to-bottom. Ideal liveaboard. $19,950. (916) 371-1913 (after 6 pm).

HUNTER 34, 1983. Brand new interior. Fast cruiser w/3 cabin configuration. Excellent liveaboard, easy singlehander. Rolling furling headsail and powerful full batten main, both like new. 25 hp Westerbeke, low hours. $45,000. (415) 331-5611.

32-FT WM. ATKINS *"ERIC", 1978.* Wooden hull, teak, Volvo MD3B, 1040 hrs, Loran, VHF, RDF, AM/FM stereo, Shipmate propane stove, Dickenson wood fireplace, new dodger, new bottom paint, 3 anchors w/chain. $38,000. Call (415) 726-6419.

ERICSON 38. Less than 600 engine hours, North sails, Hood furling, dodger, Force 10 stove/monitored propane system, 100 gal. pressurized water, shower, instant-on hot water, stainless tankage, new upholstery, tiled fireplace, large galley. Must see. $68,000. (408) 244-1202.

ISLANDER 36. Diesel, full electronics, proven winner, many racing extras, lots of sails, complete cruiser w/new North main. Harken roller furler, bottom blisters repaired. 1/90 appraisal $46,000, asking $39,000. Will finance. (415) 479-4983, (415) 435-1797.

34-FT CAL MARK II, 1976. Fully equipped, wheel steering, 22 hrs on rebuilt 40 hp diesel, new epoxy bottom, sleeps 6, excellent condition. Ready to cruise or liveaboard. $33,000 b/o. (415) 383-2117 or (415) 381-6424.

35-FT PILOTHOUSE, US YACHT, 1981. Great liveaboard, redone interior, refrigerator, lots of storage. Working jib, 150 jib, Loran, VHS, depth, knot & wind speed, 40 hp Nissan diesel. $59,500. (415) 522-5772 (eves).

33-FT TARTAN 10. Well-maintained, Bay racer/cruiser. $22,000 b/o. Motivated seller. Call (415) 439-2150.

38-FT STEEL. This Van De Stadt centerboard yawl is the deal of a lifetime! She's round bilged and magnificent! Great liveaboard or offshore cruiser with huge inventory - Monitor windvane, solar panels, sailing dinghy, Loran, SAT NAV, VHF, generator, roller furling jib and main, Volvo diesel and much more! We've had lots of tire kickers who fall in love with *"Gaia"* but don't have the money. If you have $44,000 for your dream sailboat, we're hauled at Anchor Marine, Pillar Pt. Come anytime!

PACIFIC 38-FT N.Z. CUSTOM SLOOP. A blue water performer. Pacific veteran. Fully equipped, lots of extras, SAT NAV, Radar, watermaker, Sutro pilot, windvane, 2 dinghies, 5 radios, and more. A good price at $79,500. (415) 355-1003.

CS 36 SLOOP, 1983. Beautiful looking and sailing vessel in immaculate condition. Only 200 hrs on 33 hp Westerbeke original engine. Well equipped with instruments and radios. Excellent liveaboard in sail-away condition, needs nothing. Must sell now - will negotiate. $69,500. (415) 467-5145.

40 TO 50 FEET

CLASSIC DOUBLE-ENDED KETCH, 49 1/2' x 12 1/2' x 6'2", 26 ton gross. Pitch pine hull, lead keel, solid teak deck & houses, copper riveted, 6 cylinder Perkins, SAT NAV, Loran, etc. Excellent passage maker or liveaboard. $125,000 b/o. (415) 332-1020.

CORONADO 41-FT, 1972. Former show model. Great sailing, excellent liveaboard. Teak interior, large galley and stateroom, full V-berth, head, and walk-in closet. Equipped with Perkins 50 hp diesel, Radar, tabernacle mast, dodger, and much more. Owner sold. $54,000. (415) 588-7723 (eves).

41-FT MORGAN SLOOP, 1973. Radar, AP, VHF, dodger and Bimini, refrig./freezer, dinghy and davits, Navico elex., rebuilt, 85 hp Perkins, many extras. $70,000. (707) 226-8155.

42-FT WESTSAIL CUTTER. Incl. desirable berth in S.F. - St. Francis Y.C. Marina. Solid & quick, this beautifully maintained classic cruising design is perfect for Bay or bluewater cruising & liveaboard. She is as comfortable at dock as she is at sea w/85 hp dsl, Loran, ST winches, roller furl hdsl, AC inverter, hot pressure water, spacious galley w/microwave, exter. teak trim/inter. teak & holly, & much more. Only $119,000. You must see her to appreciate her. (415) 969-8890 (days), (415) 493-6506 (eves).

CAL 40, 1969, Saab diesel 1977, propane stove/oven, Loran, KM, DS, VHF, new bottom 1985, dodger, Tillermaster. (415) 898-7422.

48-FT SPARKMAN STEVENS/HUGHES-BUILT center cockpit yawl, 1972, liveaboard/cruise, FG, 75 hp Mercedes Benz, new Awlgrip topsides, new haulout, sleeps 7/3 cabins, 2 heads/1 shower, Espar, Adler-Barbour, life raft, lots gear. $109,500. (415) 332-7543.

***"CAPTAIN MUSICK"*, JIM YOUNG 43,** New Zealand-built offshore performance cruiser, cutter rigged, center cockpit, fiberglass balsa core, teak decks, epoxy bottom. Loaded, 10 bags of sails, 3 outboards, 2 inflatables. Shipmate SAT NAV w/interfaces, ICOM 735 HAM/SSB automatic tuner, Furuno Radar with alarm, weather fax, Loran. 3 VHF, Neco autopilot + wind vane, Watermaker, 6 person life raft & all safety gear. Datamarine. Stainless 3 burner stove/oven, engine driven cold plate refrig., separate freezer. Hard dodger, Nielsen V3000, 7 anchors, approx 400 + chain, 600 + rode. 120 dsl, 180 water, 6 cyl, dsl, feathering prop. Loaded with spares, fresh varnish and canvas. A steal at $140,000 cash or trade for land in wine country. Possibly small sail in trade. (707) 554-8884, x299.

41-FT DOWNEAST PILOT HOUSE SLOOP, 1980. Excellent condition. One of 15 made by Downeast - almost one of a kind. The ultimate in sailing comfort. Inside & outside steering, and with autopilot. 300 gals of fuel, 100 gals of water. Fully equipped with modern electronics. Very low maintenance, with polished plastic rails and trim. Full keel. All fiberglass. 1990 survey shows no blisters, and gives a good report. Slip available in Santa Barbara. $85,000. (805) 965-0068 (work), (805) 687-0141 (home).

40-FT MOTIVA STEEL KETCH, 1981. Danish motorsailor sailed from Denmark to San Francisco by owner for sale. Equipment: 120 hp diesel, autopilot, 2 steering stations, dinghy, refrigerator, stove, loaded with navigational electronics. Very suitable for living on board. $80,000. (408) 338-9733.

YANKEE CLIPPER 48LOA, 41LOD. Garden designed F/G ketch, teak decks. Perkins 4-108, low hours. Loran autopilot with vane, remote. 12v refrigerator, planing dinghy w/o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. $69,000. (415) 398-8170, (415) 861-6519.

ISLANDER FREEPORT 41, 1981. Commissioned in 1984. Pathfinder 85 hp diesel, Radar/Loran 2 heads/showers, full galley, large salon, teak interior, dinghy on davits, autopilot, dodger, etc. Perfect liveaboard, excellent condition. $92,500. All reasonable offers considered (415) 347-0990.

CHEOY LEE OFFSHORE 41-FT, 1979. Modern cruising ketch, fast beautiful. Thoroughly outfitted, meticulously maintained: diesel, Radar, Loran, autopilot, furling, Datamarine instruments, Technautics refrigeration, stereo, fireplace. Large owner's cabin, spacious salon. Quality craftsmanship. Liveaboard equipped. Motivated. $85,000. (415) 368-2806, (707) 485-5564.

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NORDIC 40, 1981. Loaded. Beautiful, fast, seakindly, USA-built Bob Perry cruiser in top shape. 3 cabins, head w/separate shower. Radar, Loran, SAT NAV, autopilot, electric windlass, VHF, SSB.. All new: Autohelm sailing instruments, Monitor wind vane, gell cell batteries, 120 amp alternator, 3 blade Maxprop, blue LPU topsides, Force 10 LPG stove and cabin heater. Pressure h/c, Adler-Barbour reefer. New running rigging, Avon life raft. Main, 135%, 110%, Hood Seafurl, and storm staysail on removeable forestay. $119,000. (408) 426-9269.

FREEPORT 41. Move up to luxury, new 70 hp diesel, 190 gal. fuel, 190 water, autopilot, life raft, self-talling winches, Radar, Loran, SAT NAV, 2 VHF, DS, KM, wind inst., compass, 45# CQR w/ 300-ft chain, 35# CQR w/300-ft rode, electric windlass, 3 bilge pumps, automatic fire extinguisher, 2 160A batteries, 120A 12V power supply, AC/DC fridge, mast head lights on both masts, 12VDC fluorescent lighting, spot light, electric head, propane 3 burner stove with oven, electric or eng. hot water shower, 3.5 KW diesel generator, plus more. $77,000. (408) 252-7391.

NEWPORT 41-S, 1979, hauled May '90. Brickyard Cove slip. Diesel, jib, spinnaker, Genoa, rod rigging, recent survey, speedo, VHF, RDF. Sound but needs TLC. $45,000. Art (916) 988-0214.

TASWELL 43, 1987. Magnificent cruiser and performance yacht in "like new" condition. VHF, Loran, Ref., stereo, etc. Sacrifice sale. Serious inquiries call owner at (415) 941-4701.

FREEPORT ISLANDER 41-FT KETCH, 1981. Bluewater cruiser, liveaboard, 2 heads, showers, celeb yacht, 85 hp, excellent condition. Sell or lease. $88,500. Call Jerry Loman (415) 753-2005 (days - leave message if not in).

TAYANA 42. Exceptional condition. Air conditioning, refrigerator/freezer, SSB, SAT NAV, etc. Best combination cruiser/liveaboard afloat. $139,000. (415) 389-9531.

RHODES 44-FT traditional beauty, good condition, mahogany planked sloop, new paint, varnish. Recently returned from cruising and cruise ready, good liveaboard! 9 sails, Perkins diesel, SAT NAV, ham, Loran, VHF, windvane, wind generator, liferaft, charts, inflatable, etc. $56,000 b/o. (415) 474-1782.

47-FT OLYMPIC offshore cruising ketch, Brewer design, East Coast, Caribbean, Hawaii, South Seas veteran, 3 staterooms, 2 heads w/showers, stand-up engine room, LPG oven/stove, LPG heater, hot water, cold plate refrigeration, AP, dodger life raft & inflatable dinghy, electric/manual all chain anchor-windlass. Just rebuilt diesel engine. SSB/ham, VHF, Loran. $112,500. (415) 769-0527 (leave message).

51 FEET & OVER

65-FT MACGREGOR, 1987. Tall rig, rod rigging, Navtec hydraulics, Hercules instrument pac. Autohelm 6000, VHF, SSB, Loran, SAT NAV, EPIRB, Combi stereo, Avon 10 man cannister raft, new bottom 7/90, 4 chutes. Business setbacks force sale. $140,000 b/o. (707) 447-3282, (408) 268-6823 (leave msg on either).

CLASSICS

CCC 26-FT CRUISING SLOOP. Built In 1939 in Richmond by Joe Argenta. Schock designed. 4 cyl. inboard, spinnaker, galley, head with door. An all original restorable classic. New rigging, teak decks & cockpit. Original owner. $7,800. (415) 332-2468.

HISTORIC, 1931, heavy construction pocket cruiser, 22-ft on deck, 28-ft overall. Very good shape with new paint and varnish overall. Tall tapered mast and self-tending jib. Teak wheel with gear driven quadrant, new sail and wheel covers. $4,000. (415) 532-8953.

OHLSON 35-FT yawl built Sweden 1958. Mahogany on oak frames, spruce masts/spars, 15 hp Westerbeke. Beautiful, does need some work. San Francisco, South Beach Harbor. $11,000 (terms possible), creative offers/also open to partnershipping. Call Bruce (415) 626-2026.

ALDEN 43-FT SCHOONER, 1930. Completely rebuilt 1988. Cord molded, new interior, needs water system & running rigging. Can be seen at Nelson's Marine. $65,000 as is. (916) 622-1199.

AL MASON DESIGN east coast built in 1968. Cedar on oak, gaff ketch. Still in excellent condition and very pretty and ready to cruise. 33-ft, 25 hp diesel, 100 gal water, 100 gal fuel, SAT NAV, depth/knotmeter. Trades considered. Call (916) 777-6784.

43-FT LOD, 72-FT OVERALL, English cutter *"Aeolus"*. Newly built by 7th generation boat builder w/finest air-dried exotic woods, etc. Copper bottom, solid spars, tradional gaff rigged, Tanbark sails, Harken winches. A remarkable vessel, meticulously built for world cruising & racing. (415) 234-1043.

CHEOY LEE FRISCO FLYER, 26-FT. Teak 1958, diesel, VHF, stereo, depth sounder, compass, CQR w/chain, Danforth, propane stove, good shape. 5 yr owner bought older larger wooden boat. $7,000 b/o. (415) 377-0875.

MULTIHULLS

37-FT SEARUNNER TRIMARAN. Radar, SSB, Ham, Loran, solar, diesel, AP, new sails, press. H_2O, fridge, 3-burner w/oven, microwave, inflatable w/2 o/b, 7 page list. Not a project! $52,000. (415) 933-0950, POB 5052, Walnut Creek, CA 94956.

CROSS 28-FT TRIMARAN. Spry lady needs caring owner. Lots of work done, needs more. Great Bay boat, 10 hp o/b, 4 sails, VHF, DS, inflat., head, sleeps 4 friends. $7,000. (408) 241-5127 (eves.)

SEARUNNER 37. Alum. mast, SS rig, 6 sails, diesel and more. $20,000 firm. (916) 927-1173.

HOBIE CAT 16. Good condition, trailer, double trap, roller traveler. $1,200 or trade for Laser. Call Glen (415) 689-8217.

STILLETO 27-FT. Wrecked, but salvageable. Perfect winter project. Many parts & sails intact. Trailer included. $5,000 b/o. (415) 929-1414.

27-FT RACING TRIMARAN, *"Frog Force"*, professionally built In 1990. Trallerable, wing mast, Mylar sails, 3 berths, outboard engine, very fast. $28,000. (415) 331-3215.

SEARUNNER 31-FT open wing South Pac vet, documented, partial financing possible. Must sell sac. $16,500 b/o. Consider part trade for newer truck. (415) 459-8433 (leave message), (415) 892-2494 (eves).

SEARUNNER 37. Volvo diesel, SAT NAV, solar panel, wind/water generator, water-maker, cruise equipped w/many extras. (415) 935-0898.

40-FT PIVER AA TRIMARAN. Professionally built, excellent condition, extensive inventory, hot & cold pressure water, shore power, fresh bottom. Perfect for cruiser on limited budget. Just completed Hawaii 14 days down, 17 days return. $38,000. Call Blair (415) 372-9092.

52-FT OCEAN RACING TRIMARAN. Foils, many sails, generator, watermaker. Professionally built by DuFour France. 18 knots easy. For sale $75,000 or partner $35,000. (415) 922-3504, (415) 227-0502.

POWER & HOUSEBOATS

56-FT HOLIDAY MANSION, 1976 houseboat, twin 318 C.I. Chrysler, 7.5 KW gen., hauled recently, excellent condition, cruises 16 knots, perfect liveaboard with washer/dryer, cable TV, phone, microwave, trash compactor, central vac. & more. $78,000, cash or trade. (415) 634-7157.

1987 SCAT HOVERCRAFT. Seats 2, up to 35 MPH, complete with flip trailer, one hour on motor. Excellent condition. $4,500. (415) 256-0814.

QUALITY STYLISH DUTCH CANAL BARGE. 48-ft steel classic. Excellent condition. Low maintenance. Dry, warm. Wood paneled. Teak pilot-house. Romantic bedroom. DAF diesel engine/generator/2 large fuel tanks. Galley. AC/DC. Flash water heater. Pressure water with 2 tanks. (415) 331-2800.

MATTHEWS 46. Teak & mahogany classic. Rebuilt engine. Needs TLC. $18,000. Call (916) 372-1512.

1986 INVADER, 20-FT. Cuddy cabin, 260 hp inboard engine with 115 hours only, perfect condition with many extra toys. $14,000 with trailer. (415) 435-4821.

BAYLINER 26 CABIN CRUISER. 120 hp Volvo Penta 4-cylinder engine. Full canvas, marine radio, depth sounder, porta-potti, running water, AC power hook-up, stove, ice box, lines, fenders, rail, anchor, dining quarters, and more. $12,990. (415) 284-3618.

26-FT PACEMAKER SPORTFISHER, 1964. Totally refurbished. New Chevy 350 V-8, flybridge, new upholstery, all equipment and canvas, galley & head. $12,000. (415) 924-8100 (please leave message).

CARVER 36, 1984 AFT CABIN CRUISER. Luxurious liveaboard, office or Delta Pleasure Craft. Recently hauled, new carpets, low time Crusader 350 engines, gen set, refrig., ice maker, electric galley, 2 cabins, 2 heads, heat pump/AC. $115,500 b/o. (415) 568-5529, (415) 732-8123.

PARTNERSHIPS

MASON 37. Traditional cutter imported by Hans Christian. 1/3 time-share. Radar, Loran, Autohelm 7000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. $340/month including maintenance, slip, insurance, everything. Experience, references, and deposit required. (415) 969-3069.

NEWLY REFURBISHED 38-FT DOWNEASTER. Easy Bay & ocean boat, sleeps 7, salt & fresh H_2O. H/C pressure H_2O. 1/3 interest, $300/month with purchase option. Perfect for sailing with a large group. Call Roman at (415) 221-5058.

ISLANDER 26-FT PARTNERSHIP AVAILABLE. Partner away indefinitely. Assume 25% share for one year or longer. Sausalito (Clipper) Berth. Monthly expenses run about $100. Call Pat (415) 932-6787, (415) 476-3081.

SKYE 51-FT KETCH, 1980
Fast/luxurious cruiser. Perfect liveaboard. Onan, SSB, Loran, Radar, inflatable with outboard.
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CHEOY LEE OFFSHORE 27, 1970. Teak cabin and deck, new sails and rigging, VHF, 2 speed Barients, Volvo diesel, well maintained. Lovely boat. Half share $7,000 b/o. Using rarely, can't bear to sell it. Call Jeana (707) 763-2275.

CATALINA 30. Pier 39, flexible time share in clean boat, year-round access, no maintainence, no headaches, new 24 hp diesel, VHF, DS, wheel steering. $250/month. (415) 731-4956.

SANTANA 35. 1/4 interest. Beautifully equipped/ maintained. Many sails, many new. Race or day sail. Harmonious partnership of longtime (10+ years) friends. South Beach Harbor berth. $13,750 + $150/month berthing and maintenance. (415) 627-7776, (415) 254-7130.

PARTNERSHIP IN SAILBOAT (33-ft sloop) in La Paz, Baja California. All details yet to be arranged. If seriously interested, call Francesco (415) 753-6905 (Leave message - I will call back promptly.)

REMEMBER

The Classy Classified deadline is *always* the 18th of the month prior to publication. Late ads will be held until the next month unless otherwise specified on the ad requestor included in the "Too Late to Classify" section.

CENTURION 42, 1987. 2 professionals looking for a third partner to race/cruise this outstanding yacht berthed in Sausalito. Please call Gordon for details (415) 653-5727 (eves).

CAL 31. Good Bay sailing sloop. Opening avail. in 5 person group. Exp. sailor or willing to learn nec. No entry cost. Alameda berth. $175/month. For a trial sail and comp. beer call Mike or Loma (415) 865-5147.

MORGAN 38 PARTNERSHIP. One week/month use only. San Francisco Pier 39 location. Sloop rig with diesel auxiliary. Excellent condition. Fully equipped for Bay or ocean cruising. Experienced sailors only. $250/month includes all maintenance. Security deposit. (415) 328-2408.

***"CAMILLE"* CUSTOM 42-FT SLOOP.** Built in New Zealand. Partners wanted, no entry cost, share direct expenses and loan payments ($32,000/15 years). Berth in Sausalito, Pelican Harbor downtown. Well equip. boat excellent for cruising and racing offshore. Bill (415) 331-7335.

TRADE

13 + BEAUTIFUL TRINITY COUNTY ACRES overlooking south fork of Trinity River and Hayfork Creek near Hyampom. Great fishing, hunting, etc. plus cash for 32 to 36-ft Uniflite or comparable. (415) 456-4414.

WANTED

TRAILER FOR 25-FT CATALINA (swing keel). (707) 538-9634.

THINKING OF DONATING YOUR BOAT for tax writeoff? I will give you the equivalent value in cash. Existing financing or boat condition not a problem. (415) 332-2468.

40 TO 46-FT CUTTER for offshore voyage. Performance orientation OK. No ketches. Equipped. Will pay to $155,000. Examples: Baba, Hans Christian, Lafitte, Nordic, Norseman, Passport, Peterson, Slocum, Spindrift, Valiant, etc. Models 1982 or later. (805) 984-0050 (leave message).

UP TO 50-FT LIVEABOARD. Gulfstar, Vagabond, Hardin, or similar spacious sailboat in good condition. Australian executive based in San Francisco seeks up to a 2-year lease/purchase program. Will pay up to $10,000 down, plus up to $1,000/month (against agreed fair market price). Remaining balance paid on, or before, the 24th month. Call Ross (415) 777-0200, x 2730.

TRAILER FOR RANGER 23. Will buy, rent, or what have you. Needed by 11/1/90. (415) 682-7861, (415) 825-5114.

CHARTS. Will trade my S.F. to Mexico charts for S.F. to Vancouver - or will purchase. (415) 898-6425.

20 TO 30-FT SAILBOAT. Dependable, reliable, self-employed wants your Cal 20, 25, Coronado 25, or wooden boat 20 to 30-ft. (Bear, Bird, Folkboat?) Reasonable down payment, up to $500/month. Call Jim (415) 334-5467.

LIVEABOARD WANTED TO RENT. Professional woman looking for sailboat to rent. Neat, quiet, responsible. References available, can vacate if you want to sail. (415) 992-8790.

USED AUTO HELM 5000, wind vane, remote. All or part to be used as spare parts on extended voyage. (916) 456-1728.

PARTNERSHIP WANTED IN SANTA CRUZ. I want to share a 27 to 33-ft sailboat berthed in Santa Cruz. I am an engineer, responsible, and get along well with people. I am an excellent repairman. Call (408) 425-8205 (days), (408) 426-3898 (eves).

WANTED: ANCHORS 50# C.Q.R. & 28# Danforth/Fortress & 560 lin. ft., 5/16 hi-test chain, G.P.S., S.S.B., stereo, Furuno (3) W Radar, Weather fax, Magnavox SAT NAV, automatic steering, 6 man dink w/10 hp mtr., life raft, EPIRB. All for Ericson 39-22,000# boat leaving 12/15. Write H. Backer, 81 Covered Bridge Road, Carmichael, CA 95608, (916) 486-2630 (leave message).

FISHER 30 MOTORSAILER. Private party wants to purchase a Fisher 30 Motorsailer in any condition. Have cash. Write with details/photos to 8041 Mariners Dr., #3805, Stockton, CA 95209 or call (209) 477-7408 (eves).

PROFESSIONAL looking for a liveaboard in Bay Area. Must be nice! Boating privileges not necessary. Mr. Corcoran (800) 235-6646, x329.

CRUISING GEAR: watermaker, wind generator, solar panels, 2-3 hp o/b, charts for French Polynesia, 33 lb Bruce anchor, up to 200-ft of compatible chain, RDF, handheld VHF, whisker pole & 3/4 oz. spinnaker for 30-ft boat. Call Kay (415) 383-9530 (leave message).

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VIGIL SAT NAV $510. 2" Button lock FRSPR whisker pole $100. Mini EPIRB $100. RDF $50. All gear less than 2 years old. Hawaii tested. (415) 254-6238.

FOR SAIL: New or excellent sails for 40 to 50-ft yacht. Spinn. 54-ft x 30-ft, 3/4 oz, $750. Blooper, 3/4 oz., $480. Genoa staysail, 3 1/2 oz., $300. Spinn. staysail 3 1/2 oz., $400. Genoa, 53-ft luff with sun cover, 6 oz., $800. Call (415) 935-4751.

JIB, SPINNAKERS, BLOOPERS & USEABLE MAIN. I = 58-ft, P = 51'6"., Can recut. Huge savings. Trade for cruising gear. Need electric windlass. (707) 746-0899.

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RAYTHEON R 10 Rasterscan Radar, $1,500 b/o. Raytheon 570 Loran C, $450 or both for $1,800. (805) 528-2014 (after 6 pm).

SAILS FOR SALE. Dacron mainsail, 38.4 by 10.5, used one season. 1 1/2 oz. Blooper, Blast reacher. All excellent. Tall staysail, several Genoas, drifter. All off boat with I = 44', J = 14", very inexpensive or trade. John (415) 939-3299.

NEAR-NEW SAILS. Main = luff 23-ft, foot 13-ft. Jib = luff 18'6", foot 9-ft. Storm jib = luff 14-ft, foot 6-ft. Price for three $700. Square sail 11' x 12', $100. All in great condition!!. (408) 475-0239 (Santa Cruz).

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CRUISING GEAR. Charts, South America & Australia $1-4 each, SAT NAV $800, Tamaya sextant $700, Baja filter $40, 35-lb plow $175, solar still $50, Bayley survival suits, $260 each. (415) 236-4025.

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CREW WANTED. Retired CEO, DWM, young 60's, tall, trim & healthy, with Passport 51 - an elegant, strong, comfortable blue water voyager - needs a long-term, mature woman first mate (39-50), and an experienced single or couple for Bay and coastal cruising leading to six month Baja & Mexico cruise. If compatible, enthusiastic and reliable, must be healthy, non-smoking, drug free. Overweight and out of shape is a no go, sorry. Write, enclose recent photo for prompt response. Phil, Box 262, Pt. Richmond, CA 94807.

RESPONSIBLE FEMALE CREW wants to cruise in warm clime aboard sailboat 38-ft +. Pay own way. Experience: eight years racing and 1,200 mile Baja delivery. Available Nov/Dec 1990 and May/Jun 1991. FAX info/photos to "Naomi" (213) 839-0651.

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ADVENTUROUS, INDEPENDENT, ACTIVE 30-year old female seeking crew position to South Pacific. Extensive schooner experience. PADI SCUBA instructor, professional underwater photographer with equipment, professional gourmet cook. Non-smoker, excellent health. Please call or write: Trish Lafferty, P.O. Box 1460, Kihei, Maui, Hawaii 96753, (808) 879-8056.

SKIPPER, SWM, 57, with 38-ft ketch presently in Mexico, wants female crew (1 or 2) to continue cruise. Depart Puerto Vallarta November, 1990 for Costa Rica. Mail is slow, so write soon to Gail Lundin, Yate "EXIT LEFT", C/O Capitania de Puerto, Puerto Vallarta, Jalisco, Mexico.

SWM, NS, 64 GOING ON 45, perfect condition, financially secure, loves wine, parties, and laughing friends. Seeking female companion for long term coastal sailing. 43-ft cutter. Experience great but not necessary. (415) 331-2041.

WOMAN SAILING PARTNER WANTED for adventure in Mexico, Carribean, S. Pacific, N/S, N/D, 25-35, slim, attractive, athletic, like adventure, for same. Boat is 40-ft well equipped & comfortable. Come join the fun. (415) 971-6996 (after 7 pm).

REALLY GREAT GUY w/really great boat (40-ft luxury cutter) seeks really great lady, 30's for long term partnership on the water & off. Photo & specifics to #729, POB 5553, Mill Valley, CA 94942.

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USED SAILS. Main: luff = 51-ft, leech = 52.4-ft, foot = 14.5-ft, 9.0 oz., $350. Jib: luff = 53-ft, leech = 46-ft, foot = 22.5-ft, Lp = 190ft, 7.0 oz., $300. Staysail: luff = 38-ft, leech = 35-ft, foot = 10.5-ft, Lp = 9.5-ft, 8.0 oz., $250. Robin (415) 332-4104.

NEW SAILS. Main: luff - 27.75-ft, leech = 28.75-ft, foot = 7.25-ft, 7.5 oz., $275. Genoa: luff = 31.4-ft, leech = 30.3-ft, foot = 16.3-ft, Lp = 15.3-ft, 4.5 oz., $350. Jib: luff = 26.7-ft, leech = 25.2-ft, foot = 12.7-ft, Lp = 11.7, 7.5 oz., $350. Genoa: luff = 36.3-ft, leech = 35.5-ft, foot = 22-ft, Lp = 20.7-ft, 4.0 oz., $400. Call Robin (415) 332-4104.

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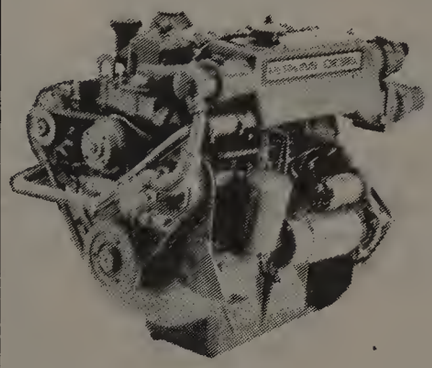
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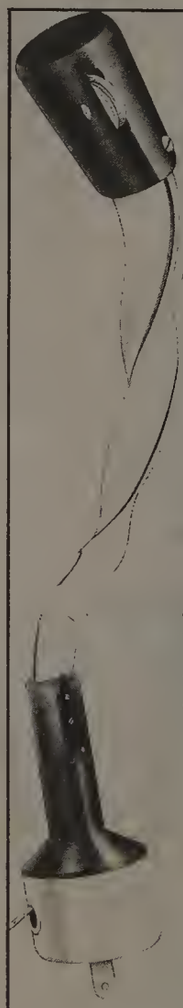
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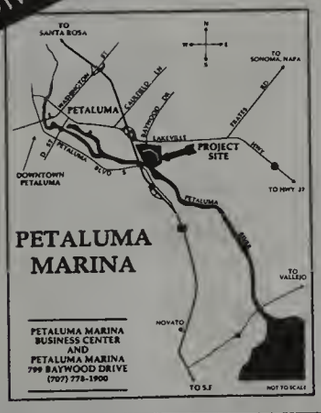
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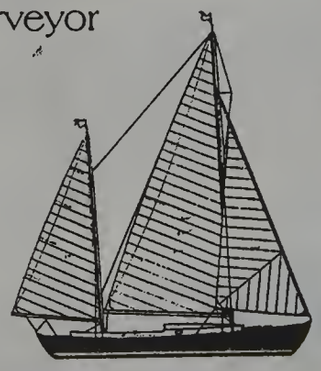
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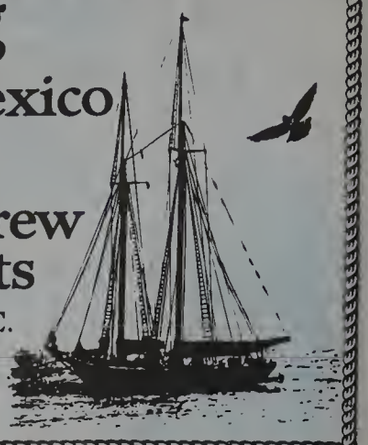


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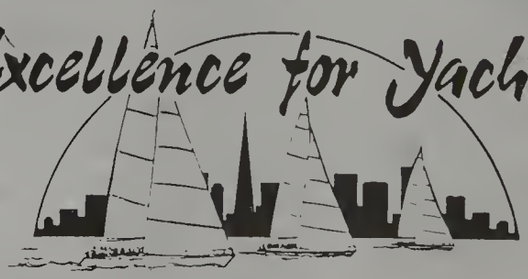
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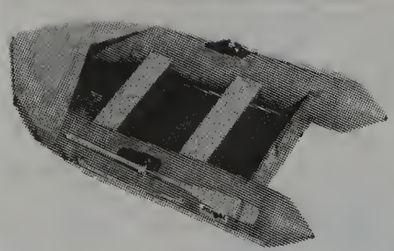
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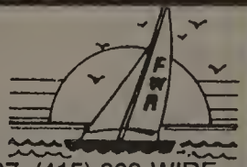


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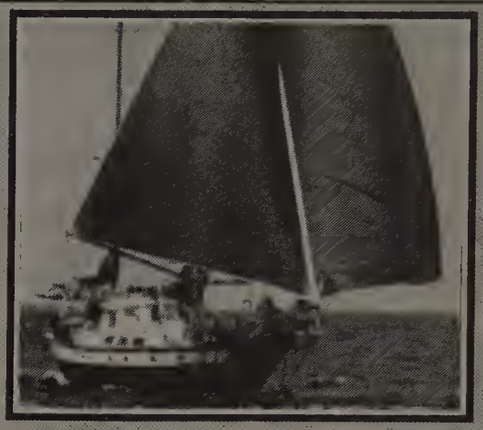
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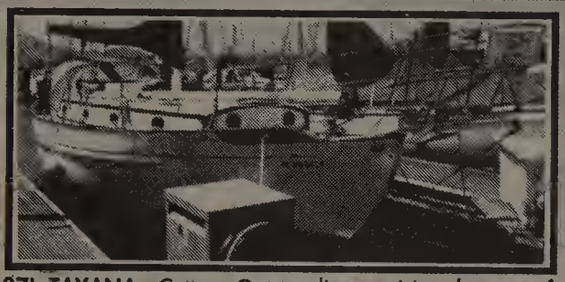


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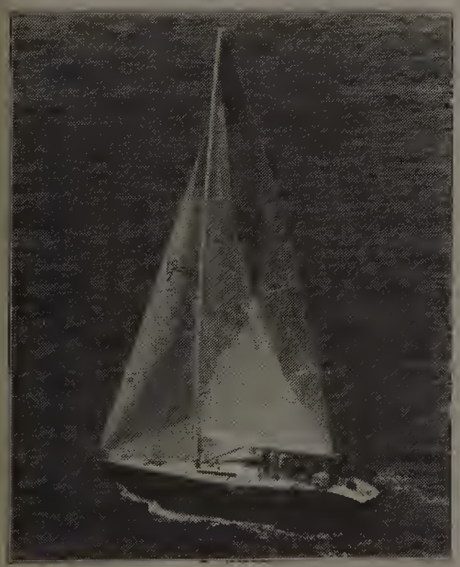
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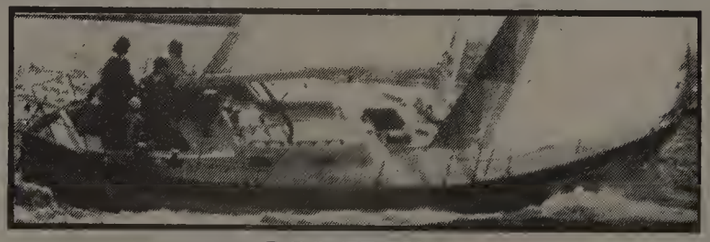
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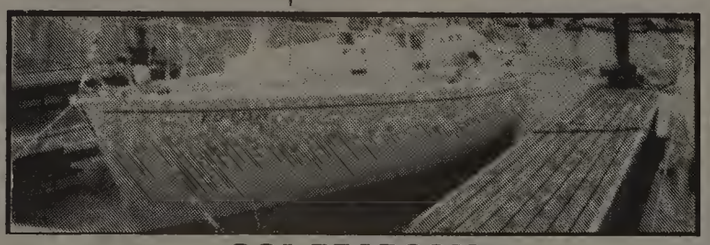
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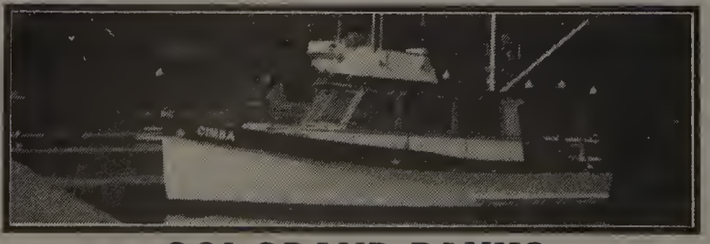
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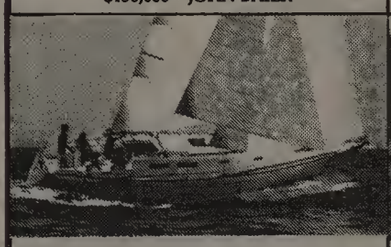
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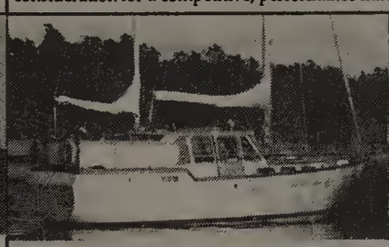
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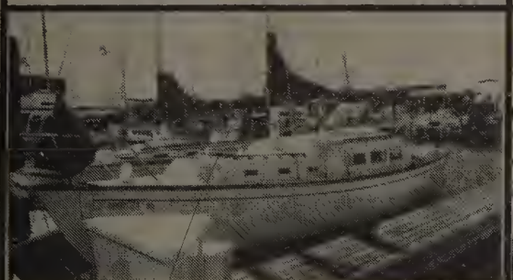
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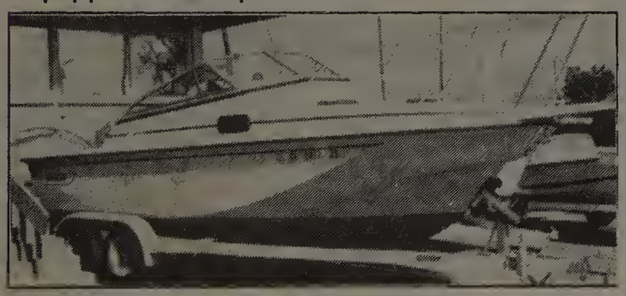
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20'	BOSTON WHALER	'87	TANDEM TRAILER, OBD	15,000	—
23'	BAYLINER	'79		10,000	—
28'	CARVER	'77	T-CHEVY 230'S	15,000	—
39'	SEA RAY	'89	TW. CHRYSLER 340s, EXPRESS CRUISER	130,000	100,000
42'	CALIFORNIAN	'74			
43'	HATTERAS	'72	TRI CABIN, FLYBRIDGE	95,000	—

••• SAILBOATS •••

27'	LANCER	'84	JOHNSON O/B, 115 HP, AFT CABIN, CLEAN	18,000	14,000
44'	FORMOSA		CENTER COCKPIT, AFT CABIN		

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Send To: **REPO HOTLINE,** 2415 Mariner Square Dr., Alameda, CA 94501

Name: _____

Address: _____

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Phone: (h) (___) _____ (w) (___) _____

I am interested in: Power ☐ Sail ☐ Price range _____

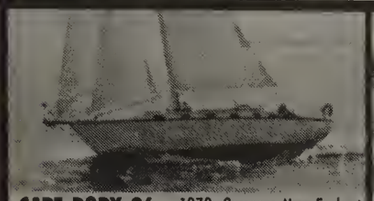
Length: (20-25', 25-30', etc.) _____

Type: (Fish/Ski, Cruice/Race, etc.) _____

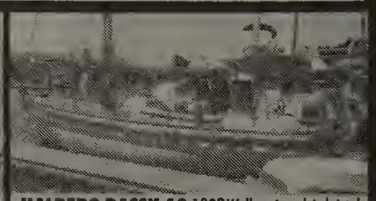
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HALBERG RASSY 42 1982 Well equipped, in bristol condition. Located in Emeryville, as are all photographed boats. Halberg Rassy is famous for spacious, well built bluewater cruisers. This is one of their nicest. Have a look at our docks. $185,000.



CATALINA 38 - 1984. The best equipped 38-ft on the market. Epoxy bottom. This is a Catalina classic family racer/cruiser. A great boat to move up to $54,000.



40 NORDIC 1981. Complete refit in '89 with new epoxy bottom & LPU topside. Full electronics and extensive cruising gear. A fabulous sailing boat and ready now for a fast ride to paradise. An opportunity at $129,500.

United Yachting Ventures wants to help you find the boat of your dreams. Backed by years of ocean racing and cruising experience as well as the most extensive listings available today, United Yachting Ventures can find the boat you want at a price you can afford.

SAIL

70' LUKE, '38, Cutter	115,000
52' CHEOY LEE M/S, '81	340,000
52' CHRISTINA, '87, Cutter	275,000
47' VAGABOND, '84	139,000
47' CELERE, New, Sloop	275,000
46' KP, New	Call
45' HANS CHRISTIAN, '76	137,500
44' KALIK, '81	125,000
44' KP, '82	125,000
43' AMPHITRITE, '86, Ketch	183,000
43' TASWELL	229,000
42' BENETEAU, '85	150,000
42' HALBERG RASSEY, '82	185,000
41' CHEOY LEE, '79	98,500
40' MOTIVA, '81, Steel Ketch	88,000
40' NORDIC, '81, Cust. Sloop	139,000
38' CATALINA, '84, Sloop	55,000
38' MORGAN, '81, Sloop	54,000
37' PROUT CAT, '86, Cutter	130,000
37' HUNTER, '84, Cutter	69,000
36' CAPE DORY, Cutter	76,000
36' ISLANDER, '82, Sloop	Offers
35' HALBERG RASSEY, 73, Sloop	45,000
35' SANTANA, '80, Sloop	52,000
34' PEARSON, '84 Sloop	55,000
32' WESTSAIL, Cutter	52,000
31' CHEOY LEE, '69, Ketch	27,500
29' COLUMBIA, '69, Sloop	12,000
29' CAL 2-29, '73, Sloop	22,000

POWER

57' CUSTOM, '77 St. Trawler	$325,000
50' CALIF., '83, CPMY	239,000
48' CAMARGUE, '88, CPMY	275,000
47' NEWPORT, '70, Trwlr	169,000
45' CHRIS CRAFT, '74	160,000
44' CALIFORNIA, '84, CPMY	159,500
42' CRUIS. INC., '88, F.B. Exprs	179,000
42' GRAND BANKS, '81, Trwlr	175,000
41' HERSHINE, '81, Trwlr	92,500
40' CHRIS CRAFT, '60, CPMY	72,000
40' CUSTOM, Commercial Fisher	35,000
38' CARVER, '88, Aft.CMY	210,000
38' BAYLINER, '88, Convert.	135,000
36' GRAND BANKS, '71, Trwlr	59,500
36' DELTA, '83, SptFsher, Com'l	79,000
34' SEA RAY, '86	90,000
32' STAMAS, '79, Spts Fisher	67,500
32' OWENS, '68	14,000
31' SEA RAY, '86, Weekender	59,500
30' COOPER, '88, Sun Deck	77,000
30' COOPER, '87, Sedon/Conv	90,000
30' SEA RAY, '78, Flybridge	39,000
25' BAYLINER, '86, Sedon	27,000
21' BAYLINER, '86, Trophy	14,500
21' BAYLINER, '86, Trophy (w/radar & trailer)	14,500

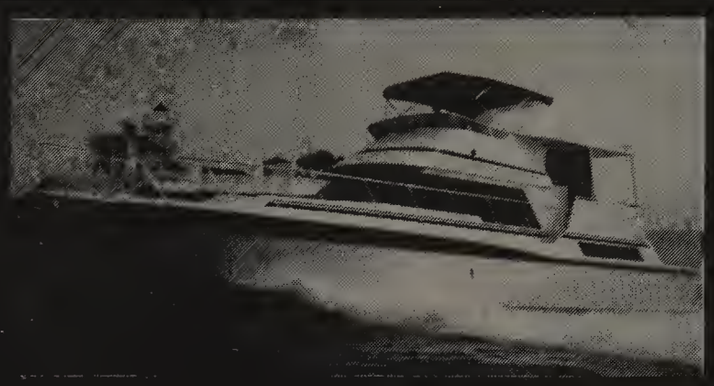
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1975 diesel. Very nicely equipped for cruising. Exceptionally well maintained. *Asking $71,000.*

LARSEN SAILS

Since 1970

Hi Bob,

Just wanted to let the gang at Larsen Sails know that we're finally "outa here"! We celebrated 25 years of marriage and are turned left out the Gate on October 6 with plans to stop in L.A. and San Diego before we make the big jump to Cabo in early November.

We've been hearing great things about Costa Rica and plan to spend some time there before we transit the Canal in the spring. Our charter experience in the Med. and Caribbean has us convinced that East is the way to go.



Steve Weick, Maureen Miller and *Long Tall Sally*

By now we've broken and fixed everything on *Long Tall Sally* at least once, so she should be in fine form for cruising. We'll crew her ourselves with an occasional hand from friends for the longer passages.

Our non-sailing family and friends think we're absolutely crazy to sell the house and go, so the most frequently asked question we get is "why?" I just tell them I had to plan something big to get Steve to remember that it was our anniversary!

Thanks for all the help,

Maureen Miller and Steve Weick
Long Tall Sally

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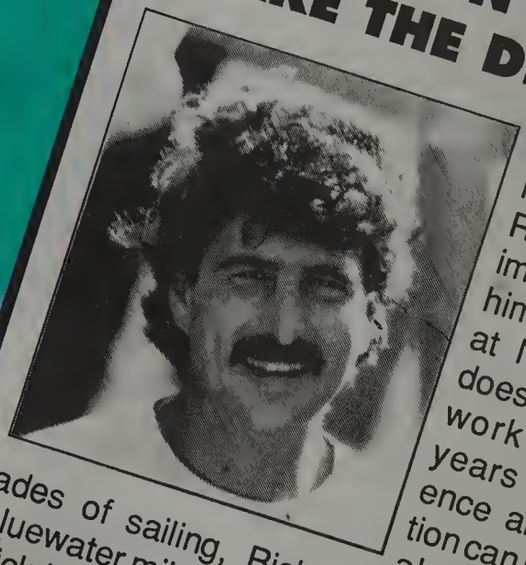
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